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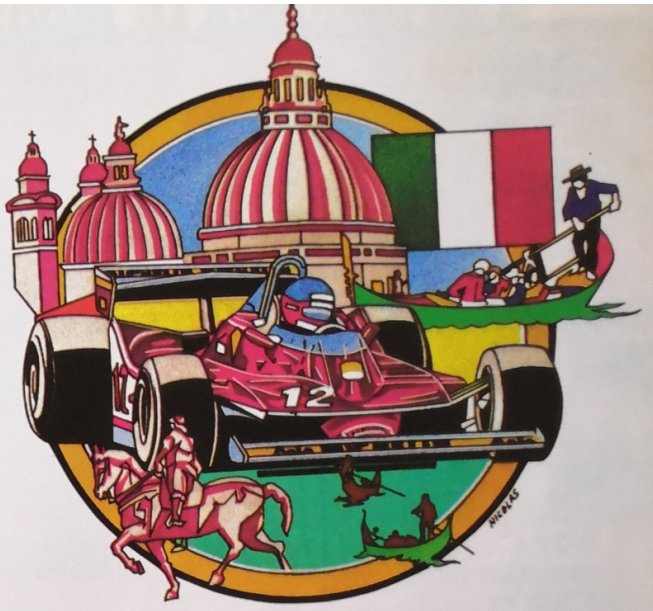
Our poster: a Tyrrell double. Pironi in the Parabolica (photo P. Bisson) and the two Team Tyrrell drivers (photo A + P).

150,000 copies of this issue have been published.

Grand-Prix international

N° 12 WILL CONTAIN THE GRANDS PRIX IN CANADA AND AMERICA, AND WILL BE ON SALE ON OCTOBER 20.



THE RED STEAMROLLER

When the chequered flag had fallen at the end of the 50th Italian Grand Prix, the Ferrari team were able to take stock of their week-end: a win, second place as well, and to finish off, the World Championship. The mechanics, despite being jostled by the crowd, showed their emotion. Mauro Forghieri was thrilled. Everyone, no doubt, thought of the Commendatore, for whom the excitement of victory and the World Championship must have been no less great, if more discreet.
But, however, the race could have turned out very differently. The battle between the Ligier and the Ferraris could have extended the World Championship into the final two races if it had been Scheckter who struck ill-luck and not Laffite. Villeneuve winning in front of Laffite would have meant a championship decided in North America. But it was the Frenchman who suffered, and that's perhaps justice. The Ferrari team had to win, their knowledge and experience, and even more so, their power, pointed to a win. The T4 may not be a true wing car, but it is well engineered and well developed, and is certainly the most consistent car during the entire season. And Scheckter is the most experienced of the drivers. Cause or consequence: Michelin's radial has stepped on Goodyear's feet, and the wings of that boot have now drooped.
The Ligier team, looking at the thing as a whole, admitted: "we aren't ashamed of being beaten by such a competitor." The red steam roller had proved surpreme.

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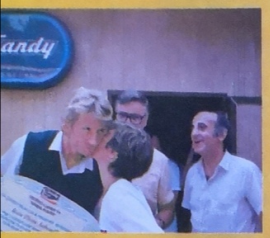
The paddock in Monza

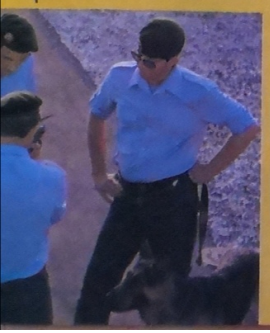
JABOUILLE DRIVES CLEANEST

The day before the Italian Grand Prix, Jean-Pierre Jabouille was presented with a prize by the washing machine firm Candy. The Tyrrell team's sponsor were rewarding Jean-Pierre for his drive, clean and successful, in the French Grand Prix where he took his first win.



NOT A SHAGGY DOG STORY (PART 2)

Patrick Tambay thought he'd go and watch the Procar race quietly, on Saturday afternoon, at the first chicane. When the race was virtually finished, Patrick began to walk back to the pits when he was asked for his pass. He showed his FOCA pass, but was told to get out of the area immediately. Patrick argued that he wanted to go back to the pits, voices were raised and they began to struggle. The fight continued until Tambay felt the jaws of a dog around his arm. One of the green beret wearing "guards" had set his dog onto the French driver. Nothing more, nothing less. Even if the FOCA pass isn't a valid pass to walk beside the track, such practices are still intolerable. After all, one might also ask what this French "private army" (they were also at Dijon) were doing at an Italian circuit. The organisers and FOCA both claimed that the other had hired the services of the green berets. Motor racing is a spectacle, and also, for many, relaxation. The presence of such a private army is no less than unwelcome. It's the limit when such an army starts to work against those who actually put on the spectacle. So back to the kennels, green berets.



SILLY SEASON: SOME STABILITY

There should have been a lot of driver-swopping resulting from the eventual departures of Lauda, Reutemann, Regazzoni and Depailler from their respective teams Brabham, Lotus, Williams and Ligier. But the latest news puts some doubt on the moves. Lauda still hasn't signed for McLaren, and it's possible that he'll stay with Brabham. Depailler is almost certain to stay with Ligier with Laffite (who signed his contract on Saturday at Monza) but Depailler may find that he's number two. Reutemann may well stay with Lotus, especially if Michelin equip the English team. That seems more and more certain. We surprised Colin Chapman and Pierre Dupasquier in deep and friendly conversation in a corner of the Italian pits, something that is rather unusual for the sometimes cold Chapman. Reutemann could also move to Williams, and that's a strong possibility as Michelin might well equip them too. Regazzoni could well return to Ensign who should be better off with the arrival of Nigel Bennett, possibly Ralph Bellamy, and a big sponsor. That would leave a place free at Lotus. Patrese (previously in discussion with Alfa Romeo) and Mass have resigned with Arrows. And what about McLaren? The answer lies with Lauda who could influence the choice of second driver.

REGGA IS FURIOUS AT HOME

Clay Regazzoni no longer wears the famous Swiss cross on his helmet. He even wants to take on Monaco nationality. The reason for Clay's fury: he's lost his licence and been fined 1500 Swiss francs (about £1000), because two people have reported him for traffic infringments. The fact is that in seven or eight Swiss cantons, such reporting by a member of the public is taken into consideration. Result: Clay has had to non-start at a hillclimb at Hembeg, and furthermore, the Swiss could lose their greatest driver.

STUCK THE WINNER, LAUDA THE PROCAR CHAMPION

Hans Stuck took his second successive victory in BMW's Procar series, and put himself into second place overall, and first to the independents in the championship. The latter fact wins him a BMW M1. Niki Lauda was second at Monza and won the championship overall, and an M1 for his team. Regazzoni lost all chance of beating Lauda in the championship when he retired on the fifth lap. The final classification is as follows: 1. Lauda, 78; 2. Stuck, 73; 3. Regazzoni, 61; 4. Hottinger, 45; 5. Hezemans, 44.

ECCLESTONE-BALESTRE: IT'S OVER

Big news at Monza on Friday: Jean-Marie Balestre and Bernie Ecclestone, formerly opposed to one another, held a press conference together. *"The conflict between FISA-FOCA is over,"* declared Balestre. *"It's lasted eight months. However, all parties are now in agreement to ensure the best possible future for the World Championship for Drivers."*

In fact Bernie Ecclestone has joined the ranks of FISA in the name of FOCA. On August 28 at Zandvoort, the executive committee of FISA decided to increase the number of their members by two. One of the seats on the committee would be offered to the president of FOCA, the other to a member of the BPICA. After an interruption of eight months, work on Formula One started again within the committee. A meeting was held in Milan at the end of which the following decisions were made:

1) The 1980 calendar. The Mexican Grand Prix will take place without doubt next year after the Long Beach event. On the other hand, the Las Vegas date poses a problem. A third Grand Prix in the United States would be excessive.

2) Nomination of a delegation in FISA in order to sort out television problems with UER.

3) Journalist accreditation: their demands should made through their national motor sporting bodies.

4) On the subject of technical regulation in Formula, in particular the engines: the Formula One commission had received a letter from Renault, Alfa Romeo and Ferrari asking them to guarantee the technical regulations for a long time. Balestre said in reply: *"FISA are going to organise a meeting to which technical representatives of FISA, FOCA and BPICA will be invited. We will seek a solution which will preserve the current potential and the technical development of the World Championship."* In other words, the major manufacturers have partially won their battle.

5) Rules for the 1980 World Championship: unofficial practice sessions will be lengthened to an hour and a half, timed sessions will be shortened to one hour for each session. The method of selection for a superlicence will be reviewed taking in more types of racing. The classification for the World Championship will be taken from the five best results in each half the number of Grands Prix on the calendar.

What came out of this press conference was that Bernie Ecclestone had finally had to fall in step with the FISA. They had gained strength thanks to the big constructors' request for the regulations to remain stable. Furthermore, the constructors, having decided the winner, and also a seat offered on the committee to the BPICA, had in fact helped the constructors to have their championship recognised. Their influence has obviously been considerable.

FISSHIT PRESENT THEIR TROPHY

The truckies' association in Formula One continue to make their own news. On Saturday afternoon, the drivers of the transporters held a meeting in the paddock to present their trophy to the driver of the Rebaque truck. Previous winner of the trophy was the Renault driver.

A FORMULA ONE TALBOT-MATRA?

One rumour that was circulating at Monza was almost confirmed by the end. Talbot (née Chrysler) are thinking seriously of going into Formula One. Matra, who are closely allied to the PSA-Peugot-Citroën group, would add their expertise to the effort. That could well be a problem for Ligier. The French team would lose team manager Gerard Ducarouge (who's still attached to Matra) and quite a few other engineers. A new engine would be designed, the old V12 Matra has definitely been retired for good. A definite decision should have been taken around September 15. Whether the answer is yes or no, it will have been one that has been seriously thought over.

NO CHANGE AT RENAULT

Gerard Larrousse held a press conference on Saturday afternoon where, to the background din of Renault 5s practising for the Coupe Europeenne, he announced his drivers for next season. As expected, Jabouille and Arnoux are to stay, and they'll continue to be number one and number two in the team. *"I was wondering whether to announce this news officially,"* said Larrousse. *"I get so much pleasure out of reading in the press who they think are going to be our drivers. Even though a lot of drivers, and some of them among the greats, have contacted me, I'm remaining confident in Jean-Pierre and Rene who have amply demonstrated their capabilities."*

MONZA MODIFICATIONS–

Even though the basic track was unchanged, the circuit had a number of changes made to it before the 50th Italian Grand Prix took place. These modifications were basically to improve safety, which has been so much criticised in the past. Where the track narrows after the pits, the barrier had been moved back. At the exit from the first chicane, the run-off area had been widened by ten yards, which had necessitated the cutting down of 400 trees. The barrier had been moved back 10 yards at the Lesmo corner too, and furthermore was reinforced with a system of tyres to lessen impact. *"They're bound together with metal rods wich keep them stiff. It's a very good system and safe. It should be used on a lot more circuits,"* said Gilles Villeneuve. In the Ascari chicane, six more trees had been felled and the guardrail moved back six yards. Sixteen more pits had been built, and the size of the paddock had been increased to 9,600 square yards.

CHAPMAN LOOKS AT V6 TURBO

Colin Chapman and Carlos Reutemann visited their Tissot sponsor's works at Locle in Switzerland before the Italian Grand Prix, and were shown an interesting innovation. It was a turbocharged two-stroke engine, built by the engineering department of the college of the Canton de Neuchatel under the direction of professor Jeandupeux.

The main function of this 6 cylinder, 1500cc engine is to lessen the turbo lag under acceleration, and that's done by keeping the turbo itself running at a constant speed. This is done by keeping a quantity of hot gas constantly under pressure, which in turn keeps the turbo turning at a constant speed, in turn keeping up boost pressure. The main problem is to adjust the whole lot, and that's done by an on-board computer.

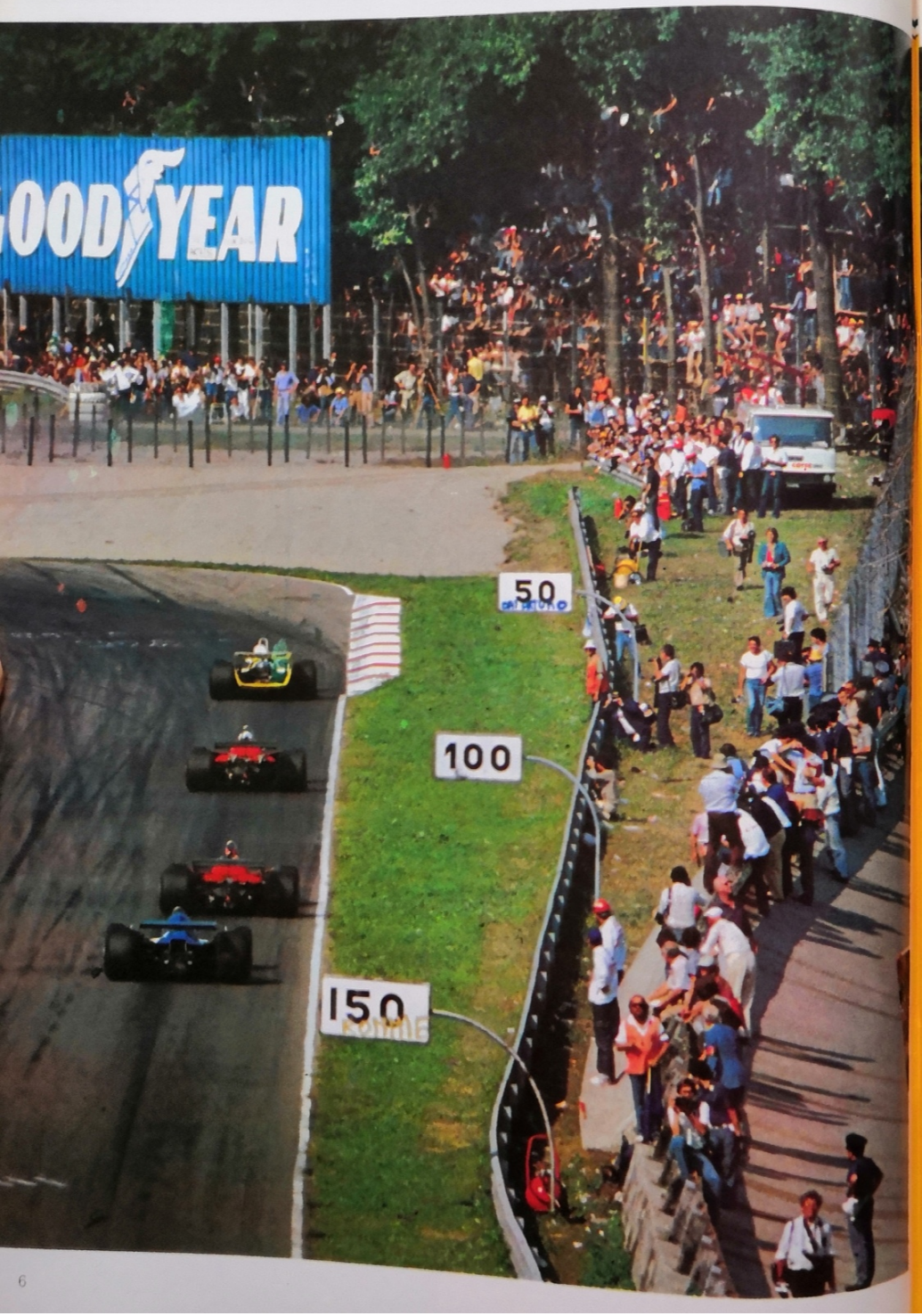
The engine still has to be tested ina laboratory. It's lighter than many similar engines (110 kilos) and it should be capable of giving the same power as a four stroke. However, it doesn't actually conform to current Formula One regulations, a point that Chapman remarked upon: *"it could be adapted to the regulations quite easily. It's a small and light engine, and has good potential."* Then the Lotus builder added to his sponsors: *"next time you come and visit us in Norwich, we shall have to show you a new type of watch!"*

OSELLA ARE CERTAIN FOR FORMULA ONE

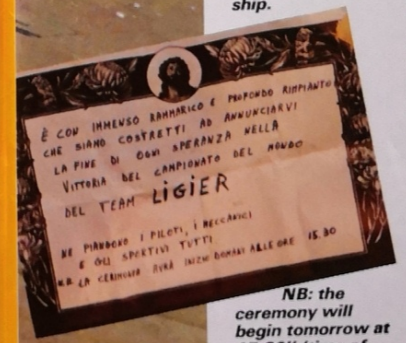
Enzo Osella officially announced at Monza that he would be building a Formula One car for next year's series. He'll be using Cosworth engines (that was known before) but what is surprising is that he'll be using Goodyear tyres, although originally he'd said that he would only go into Formula One with Pirelli. The latter, it seems, aren't ready to go into Formula One however. That almost certainly means that Alfa Romeo will also be using Goodyears next year. Osella's driver still isn't certain, but it could well be Eddie Cheever, depending on the sponsor's wishes.

CASTAING-DUCKWORTH: WHO'S TEASING WHO?

They pose for a photo, two of the most important men in terms of Formula One engines. A friendly meeting between two men, Francois Castaing, the chief engine man of Renault, and Keith Duckworth, father of the famous V8 which carries half his name. Duckworth is one of the ardent critics of the turbocharged engine, although he likes to keep in touch with its progress. We wonder if his meetings with Castaing will one day bear fruit.



Jacques Laffite follows Scheckter and Villeneuve: the story of the season.



This announcement had some significance the next day: "It's with great regret that we have to announce the end to Ligier's hopes of winning the World Championship.

NB: the ceremony will begin tomorrow at 15.30" (time of the start of the Italian GP). At least the Italians have a sense of humour.

THE OAK AND THE REED

Powerful, well organised, well structured, supported by talented engineers and enthusiastic, the Scuderia Ferrari would seem to have many more advantages than the Ligier team in the World Championship. But remember that the French team, in spite of courage, effort and their talent, haven't had an easy time. They've know that fact too. And the solid team has remained the strongest, the reed has waved with the wind.

by Eric BHAT

So Jody Scheckter succeeds Mario Andretti as World Champion. In some ways it's ironic that the South African driver, so long considered as the fastest driver in Formula One, has won the title in the same year that the flattering title of the fastest man would seem to have passed to his teammate Gilles Villeneuve.

The talented driver from Quebec seems to have adopted all the qualities normally associated with Scheckter: competitive and drive at all times, together with bravery and remarkable car control.

Even though he may not still be considered the fastest driver of the season, Jody has nevertheless demonstrated considerable maturity. He's gained the title like an old hand rather an a fiery young lion. Even so, at the time when his determination made onlookers fear for his safety, Scheckter wasn't a wild driver. Appearances were deceiving. Patrick Depailler ran alongside Scheckter for three years at Tyrrell, and his views are revealing. *"When we were in the same team, I thought of Jody as the best of us all. Not simply because he was a very quick driver, but because he didn't make mistakes, and he was also a good test driver."*

COLD START WITH FERRARI

Scheckter did, however, make mistakes at the start of this season. Two of them possibly cost him a couple of wins, the two that teammate Gilles Villeneuve won at Kyalami and Long Beach. In South Africa, Jody started on slicks on a track that was still damp, but drove tremendously, avoiding mistakes in spite of very little grip. But then later he flat-spotted a tyre when braking late, and had to stop at the pits, handing victory to Villeneuve. At Long Beach, the next Grand Prix, Scheckter lost his win before the race had even started by opting for a harder tyre compound than his teammate. The softer compound may have been more risky, but Jody was too cautious. He couldn't go as quickly as his teammate who took a second consecutive win.

Scheckter was employed by Mauro Forghieri for his World Champion potential. But these two slight mistakes had a damaging effect on his reputation. At the time, the South African's standing in the team suffered. The view most frequently heard was that his flamboyant driving style didn't suit the radial Michelin tyres which demanded a certain finesse.

Then came the Belgian Grand Prix, which for Jody was a lucky win, and Monaco where he won again, but this time in domineering style. These two wins put him back into the World Championship struggle. And once he'd adapted to the tyres, and been accepted by the team itself whose method of working he'd had to learn, Jody Scheckter behaved like a future World Champion: sure of himself, confident, calm. Because of this, he was on top of his job. Jacques Laffite was his main World Championship rival, and reckoned, at mid-season, that *"this year, Jody looks like World Champion, not me."*

WORKING UP TO MONZA

Scheckter led the World Championship after Monaco, and worked hard to keep himself at the head of the championship. But curiously, even though his battle with Laffite continued, it took second place to a new duel: Renault-Williams. Each of the following races seemed to be dominated by one of the four drivers from those two teams, but Jody continued to pick up good placings in almost every race.

Having said that, and taking into account the preceding Grand Prix, his domination of the Italian Grand Prix which secured the title was somewhat surprising. Certainly, the Ferrari T4 is a good car as it has shown. The basic conception was good, as was shown on its first outing at the South African Grand Prix. The drivers described it as *"manœuvrable, progressive, easy to drive."* But because of the bulk of the Ferrari engine, the T4 can't be considered a real wing car, as its air flow isn't that good.

Would the Ferraris rule at Monza? *"We've done a lot of work,"* said Mauro Forghieri when he arrived at the track near Milan. *"Will we be competitive? Only the race will tell."* But in the other teams, particularly at Ligier, they reckoned that the Ferraris would certainly have a considerable advantage at

Monza, more than at any of the previous races. *"Monza isn't a road holding circuit,"* explained Gerard Ducarouge. *"The car has to handle fairly well in the low speed chicanes, but then have the traction and torque to pull out of them well and accelerate down the straights."* These are the exact qualities of the 312 T4, as Scheckter and Villeneuve confirmed by qualifying third and fifth in practice. They were directly opposed to the Williams behind the two Renaults. But the latter's reliability is still dubious, so the Ferraris started as favourites. And they finished first and second.

Ferrari's power had just been revealed. *"The team employ at least 150 people overall,"* reckon the Ligier team. *"How can you work against such an enormous number of people?"* One has to admit that Ferrari make their own gearboxes and engines of course, but even so, such a number of available personnel constitutes a major advantage. Furthermore, the red cars are tested frequently on the ultra-sophisticated track at Fiorano, trying out various modifications. At the same time, other cars looked after by another team of mechanics are on their way to Grand Prix tracks for private testing with Michelin. And again, back at the factory, another team of mechanics (they work in rotation) prepare the cars for the next Grand Prix. That's how Ferrari develop, and also remain reliable. Apart from his retirement in Argentine, which was caused by the first lap accident, Jody Scheckter has finished every race this season, proving that apart from his own personal qualities as a driver, that the cars are prepared to perfection.

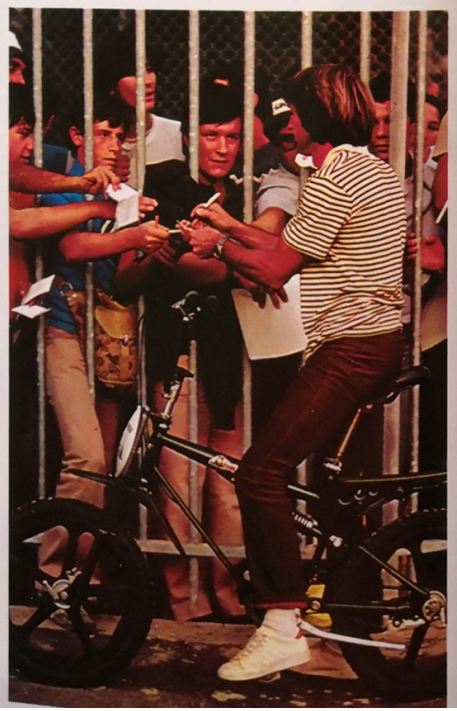
One mustn't forget, in this roll call of contributory elements to Scheckter's title, the part played by Michelin. Last year they played themselves in, with resulting highs and lows, each as spectacular as the next. Remember Rio on the one hand, and Le Castellet on the other. But the men from Clermont-Ferrand learnt from their mistakes and were able to equip Ferrari with more consistent products this year. That factor was another strong card in Forghieri's hand.

Scheckter's third win this year, and the best, because it also meant he'd won the World Championship.

The four cockpit surrounds of the four Ferraris: a show of strength, hard to defeat.

Jacques Laffite is still a hero in spite of everything. He's had a superb season and driven hard with typical panache.

Instant wing modifications. The Ligier team don't have the same technical assistance nor personnel available to them as the Scuderia.



LIGIER: HONOURABLE DEFEAT

The team from Vichy, Ligier, were determined, but they didn't really think that they could defeat the powerful Italian team. They weren't accepting defeat without fighting, they were just facing up to reality, conscious that of their weaknesses in comparison to their competitor. The team tested at Dijon after Zandwoort, and reckoned that they'd solved their problems. But that wasn't the case. *"Scheckter has every chance of being World Champion this evening,"* Jacques said on French radio shortly before the race. *"I'm telling myself I won't be World Champion. Maybe that way I will be World Champion. By not forcing the point, I might even succeed."*

Well, Jacques Laffite wasn't to become World Champion. He tried hard in the race, showing, as he had in previous races, in fact throughout his whole career, that hem never gives up, that he's one of the great drivers. He's certainly been a great help to the Ligier team this season. His honesty and general character creates bonhomie. Jacques has certainly raised his own status this season but without having lost his good humour and charm.

He had a good start at Monza, and stuck right behind the two Ferraris, making life hard for them for over twenty laps. But then he started to lose ground because of braking problems. It was then that we knew that the championship was not for Jacques.

"In the opening laps, they didn't worry me," he told his team later. *"I was worrying them. I could see it. They were smoking their tyres in the chicane. I was biding my time. During the last fifteen laps, I would have tried really hard to get past them. I would have taken a lot of risks for the World championship."* He explained in detail what had happened to him, reliving the race, how it had seemed to him. Finally he concluded sadly, *"I've lost the World championship."*

However, Ligier were almost expecting defeat, and that lessened their disappointment. Ducarouge explained: *"we're not upset at losing to such a strong team. We've at least proved that we're capable of running at the front. Now we've got to make sure that we finish second."*

The team patron, Guy Ligier, added glumly: *"I've known since Jarama that we wouldn't be World Champions. We just don't have the means. Furthermore, the wind tunnel people SERA let us down due to lack of development on the cars, and that lost us precious time mid-season. All in all, we were bound to lose. What can you do against the power of Fiat?"*

So the suspense as to who would win the World Championship lasted as far as Monza, the Ligier team battling bravely against Ferrari's well-organised machine. Scheckter and Laffite have both had good seasons. One was no doubt the favourite, the other the outsider, and both have fulfilled their contracts. □

THE TURBULENT PAST OF THE NEW WORLD CHAMPION

Jody Scheckter's climb from the lesser Formulae to World Champion has been rapid. He cut his teeth in South African racing and arrived in England in 1971. That year he raced Formula Ford, moving quickly into Formula Three the same year. The next year he raced Formula Two with a works McLaren, and had a Grand Prix drive at the end of the season in America. It had only taken him two years to get into Formula One. Jody made news in his Formula One McLaren in 1973. At the French Grand Prix, he collided with Fittipaldi when he was leading the Brazilian. He caused the enormous accident at Silverstone which wrecked eleven cars, and shoved Francois Cevert into the barrier in Canada. Scarcely discouraged by this, Ken Tyrrell signed up Jody for 1974. Jody rewarded him by winning the Swedish and British Grands Prix. He stayed with Tyrrell in 1974 (winning the South African Grand Prix) and in 1976 (first in Sweden). Walter Wolf made him an attractive offer to drive his new car in 1977, and wins in Argentina, Monaco and Canada gave him second in the World Championship. But the disappointing following year caused Jody to accept Ferrari's tempting offer. The rest is well-known: three wins and the World Championship. Jody was born on January 29, 1950. He is only 29, there are many more racing miles in him yet.

MONZA EXTRA

The atmosphere is almost oppressive. Spectators and those who try and keep order are as excited as one another. The Italian Grand Prix is a great event for some, a bloody chore for others. It was scarcely even quiet in the paddock, behind two rows of fencing, but in between the shouts for Regazzoni or Andretti, there were comments on Arnoux's surprisingly relaxed style, Patrick Tambay's future, and of course, Alfa Romeo's re-entry.

CRAZY CROWD

Italy has three police forces, varying from blue in colour of uniform, through to grey and tan. Then there were the green berets of the imported "private army", and the crazy crowd. Most of them were armed in some way, and the question for the usual crowd of pressmen and photographers was what to wear on their heads to protect themselves from various projectiles from the public, or truncheons from nervous policemen. The problem was a great deal worse on Sunday afternoon.

There are a lot of particularly tasteless aspects to the Italian Grand Prix. A constant stream of stolen wallets, emptied of valuable contents, flowed into the on-track police station after the race. At least 27 cars were stolen from the circuit on the first day alone. We've already told you about Patrick Tambay being bitten by a "guard-dog", extraordinarily handled by one of his compatriots, but with such lawlessness around, such dogs, perhaps, are necessary.

Typical of the crazy situation was what happened to two of our Swiss colleagues. They were walking down to the first chicane, an over-popular site, when they were advised by a single policeman, to get a move on. But behind this one man were two, five, ten of his colleagues. And how they hustled our friends, yelling at them hysterically, threatening them with their truncheons, shouting in their ears, until they calmed down when the two Swiss guys reached some of their colleagues.

The race office, to whom there were many reports and complaints of a similar nature, tried to excuse the policemen's zeal with the following explanation: *"These men have the responsibility of keeping order, and extremely difficult task in view of the enthusiasm of the public, many of whom are immigrant workers(!). These policemen are bombarded by projectiles from the stands all day, and they are injured. It's quite natural that they become upset."*

The projectiles are reality, for a few minutes before the start, there was a shower of Coca-Cola cans and bits of wood from the wall of spectators behind the chicane. Taking into account their enthusiasm, it's still not very assuring.

It was even less so after the race. The result couldn't have excited the crowd more. They invaded the track with indescribable delirium after the Ferrari 1-2. Our colleague, Mike Doodson of Motor, was walking back to the pits from the chicane when suddenly he heard the sound of running feet behind him. Horror! Ten, hundreds, perhaps even thousands of spectators were galloping up the track behind him towards the already overcrowded start/finish area below the rostrum. He hunched his shoulders, but just about lost his temper when a crazy Italian from the crowd landed on his back. The look on Mike's face told it all, and his fist was only just restrained. The photographers who took rostrum shots were brave men. Last year one of them only managed to get himself out of the crowd by hitting them with his lenses. This year, an English photographer lost his wallet.

IS ARNOUX FASTER THAN JABOUILLE?

It's a question that is on everyone's lips. René was faster than his teammate both in Austria and Holland, and took pole position in practice on each occasion. In Italy, he led the first laps in a remarkable way, impressing everyone for his immediate pursuers were no less than Scheckter, Villeneuve and Laffite, the three leaders of the World Championship. So after the Austrian and Dutch Grands Prix, as after the Italian Grand Prix, many journalists tended to think that Arnoux was quicker than his elder team leader Jabouille.

That's rather overdoing things, and forgetting that Jean-Pierre Jabouille himself has four fastest practice times to his credit, one of them being at Monza. René's pole positions at Osterreichring and Zandvoort were utterly deserved. But it's worth noting, without discredit to René, that on these two occasions Jean-Pierre wasn't able to defend his grid position, once because of engine trouble, and once because of understeer on his race car (RS 11).

On the other hand, the same can be said of René when Jabouille got two of his poles at least.

The number one driver didn't have as good a race as his teammate, but that was because his accident during final practice at Monza forced him to start in RS 11, which still understeers, while he should have started in RS 10. So his chances were threatened from the start.

But there's no doubt that René has progressed very well throughout the season, and has adapted well to the turbo. He's serious and concentrates hard, and very quick besides. He's without doubt the revelation of the season, succeeding Villeneuve who held the title last year. With Jabouille and Arnoux, Larrousse will have a good team of drivers in 1980.

TAMBAY: THE FUTURE?

Will he leave or not? And if so, to go where? Patrick Tambay's situation is a difficult one. While the rumours grow stronger that Niki Lauda will join McLaren, the man who might have to move hasn't had warning from his employers that he might have to continue his racing career with another team.

It's an embarrassing situation for Tambay, because, as he says himself: *"I haven't proven anything this year. I have never been able to drive hard enough to prove my worth and seek another drive with good faith. And up to this minute, no one has come to ask me whether I'd like to drive for them."*

Is it a coincidence that practically from the start of the Lauda rumours, Patrick has begun to make considerable progress.

It's also been noticeable that since Tambay started using a McLaren M29 like team leader Watson, he's begun to go a lot better. Perhaps his careful and neat driving style is better suited to a wing car than Watson's style. The latter must also be watching developments concerning the possible arrival in the team of his former Brabham team leader.

First of all at Osterreichring, and then at Monza, Patrick qualified higher up the grid than his team leader. Admittedly Watson had use the Frenchman's car to set his time at Monza, and virtually equalled Tambay's. Watson set 1'38"3 against Patrick's 1'38"1.

Patrick Tambay's future is in the balance. The Frenchman, however, shows willing on each occasion.

"At the start of the season" remembers Patrick, *"I tried like a madman. I wanted to do as well as the rest of the 'Frogs' in Formula One who were winning everything. But the car wouldn't stick to the ground. I just had accidents instead. That lasted until the French Grand Prix where I calmed myself down. I was disillusioned, aware that my future, my career, only depended on a political decision. But when I started to relax a little, things started to go better."*

At Monza, Patrick decided to have a go. After four laps he was eighth, sandwiched between Andretti and Jarier, and looked as though he might finish in the points. Unfortunately his McLaren's engine decided otherwise.

Learning of the decision that Alfa Romeo were going to enter two cars for the Italian Grand Prix, a member of the Renault team, in sporting spirit, declared: *"I hope the press will greet them kindly and will appreciate their courage."*

It's typical that a member of the Renault team should say that. After all, they know what it is like to plunge into the unknown waters of Formula One. They'd done the same thing over two years earlier. Alfa Romeo took their time make their decision.

The new 179, which had begun to be tested a month earlier, still hadn't shown great promise. As for the older car, which Brambilla would drive, that had no chance.

The day before the first day of practice, the president of Alfa, Massacesi, gave the green light, bowing to the wishes of Carlo Chiti who reckoned that racing experience was absolutely necessary. *"The Alfa has to be at Monza"*, declared the President. *"If we were to be logical, we'd put off our debut, but we can envisage upsetting the locals if we delay running the car, so we've decided to go along."*

"The car is still very new", said Giacomelli, who qualified the 179 on the ninth row. *"We've only done 20 days of practice. The chassis is improved, but we've still got a lot of work to do on the road holding. The car has scarcely been altered."*

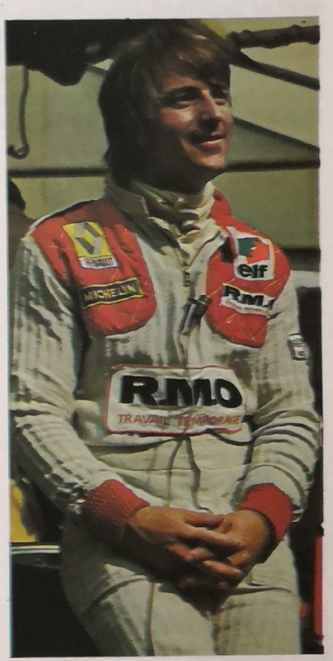
The 179's race was extremely promising. Giacomelli was catching Lauda when he retired. But for that, he might well have finished fourth or at least fifth. It was a race that showed a lot of promise for Alfa Autodelta at least had the satisfaction of seeing Vittorio Brambilla cross the line.

E.B.

Engineers Chiti and Marelli: a good start for Alfa Romeo.

STOP PRESS:

As we were going to press, we learnt that Michelin won't be increasing their effort next year. We were expecting an announcement to the effect that Lotus and Williams would join Ferrari and Renault on Michelin tyres. However, it seems that senior management haven't given the go-ahead. No doubt Ferrari's victory in the World Championship had something to do with it.



René Arnoux: progressing all the time.

Carried by the crowd.

WHAT'S HAPPENED TO THE GREAT ICKX ?

When Jacky Ickx was asked to replace Patrick Depailler in the Ligier team at the end of June, the Belgian driver found that he had two possibilities. Either he pulled off the same sort of feat that Jean-Pierre Jarier did with the Lotus 79 at the end of last season, perhaps a little tarnished by the months and years past, or his lack of training would prevent him from gaining good results. In fact, the latter is closer to truth. But one has to admit that Jacky didn't go to Ligier at the best time. It's hard to stay on the crest of a wave.

Jacky Ickx has scarcely changed since his first days in Formula One. He still looks the same, like cheerful but naughty child. Perhaps he's a little less impulsive, but he's still sedate and utterly courteous, showing himself to be lucid and analytical.

On the track, however, things would seem to have changed. Jacky Ickx, star of yesteryears, isn't the same driver that he'd like to be. And he's not the same man who was the child prodigy ten years ago exactly. At 24, he was Jackie Stewart's main rival along with Jochen Rindt. He was a star driver in Jack Brabham's team, running alongside Black Jack himself.

But years have passed. He had good seasons with Brabham and Ferrari, and then less good years with Lotus, Williams and Ensign, before, by chance but not much success, joining Ligier.

So what's happened to the great Jacky Ickx ? On-lookers and spectators ask the same question. Has he lost his competitive spirit ? Or aren't Ligier giving him a good car ? The two facts are perhaps allied. Jacky Ickx may not be at the front of the field, but it's not all his fault.

WAITING FOR A COMEBACK

Jacky Ickx took on the Formula One seat with Ligier with the admitted aim of making a comeback. *« I think I've been fairly unhappy with the Formula One drives that I've had during the last few years, »* reckons the Belgian driver. *« I realised that the Ligier drive was a unique occasion for me to get back into Formula One with a good car. Getting into Formula One in my day was hard enough. It's even worse these days. As for making a comeback, that's virtually impossible. Opportunities are very rare. The most recent example was Jean-Pierre Jarier who came back with a completely different outlook and morale for two races with Lotus, and they heightened his status instantly. I wanted to do the same thing with Ligier, but circumstances, so far, have dictated otherwise. »*

Jacky may have a lot of ambition getting back into a Formula One car, but he also knew that he would go to Ligier as very much a second driver. *« I don't complain, »* he says today, after six Grands Prix with the French team. *« After all, I'm just a replacement driver. My name was brought up because there were few people on the market. The Ligier team would certainly have prefered to have just one car, but their agreement with SEITA and FOCA meant that they had to run two cars in all races. So they had to find a second driver. I was well aware of that fact. »*

So it was up to him to settle down in the new team and show that he could drive, and that he merited a similar drive, not just in the capacity of replacement. But his times in practice and position in the race have never allowed him to do so.

From the outside, Jacky Ickx hasn't been driving quickly, a point that some members of the team have made. But they're being unjust in concluding that the Belgian driver is to blame. His performances in relations to those of Jacques Laffite's bear some explanation.

Jacky analyses the situation. *« Things should have not gone very well. In a team that runs smoothly, there's very little difference in preparation between the number one driver's car and the number two's. But when things don't go well, that difference is exaggerated. Unfortunately, I arrived in the Ligier team at a bad time. Loss of confidence was making itself felt throughout the team. I really was number two driver. »*

In fact the Ligier team worked almost wholly for Jacques Laffite, which after all was logical because he still had a chance of winning the World Championship. If Jacky has regrets, is even annoyed, it is on this subject. *« That fact has been to my detriment. For example, a lot of the time, I don't know what specification of aerodynamics my car is running. I've rarely found that I've been using the same set up as Jacques, except at Dijon perhaps. The side pods have often been damaged. The team found itself trying to do research and changing the cars at the same time. Every effort by the engineers and mechanics, and God knows, there's enough of it, has been for Jacques. I've gained a little, but it hasn't been easy for the team to look after us both. »*

Jacky Ickx's return hasn't been too spectacular, but he's working on it.

ON BALANCE, POSITIVE ELEMENTS

Jacky's modest explanation tells the mechanical story, but there is also a human one too. Jacky wasn't really up to date with driving modern wing cars, and for that reason perhaps, hasn't been able to get the best out of the Ligier. He admits the fact himself : *« when I've got to set a good time, the main problem is to find the limit of adherance and stay there. I think I've made a lot of progress on this. I haven't made a lot of errors. But I haven't been very quick either. But I do think that I've done my best with the material that I've been given. »*

There are positive sides to the story too. Jacky hasn't been that unhappy with his performances. *« I thought, when I joined Ligier, that the difference between Jacques and I in practice would be about half a second. But often it's a lot more, without doubt because I don't get that many qualifying tyres. On the other hand, in the race, the gap is a lot less, which I consider encouraging. »*

Jacky Ickx may or may not have had mechanical trouble, he may or may not have been happy with his car, and his times, but throughout the six races that he's driven in, he hasn't shown any impatience, accepting his lot with disconcerting calm and philosophy. *« Apart from a few recent exceptions, I have never been annoyed with the people who have worked with during my driving career, because it doesn't do any good. I know that they're doing their best when they can. In spite of Jacques' problems, the Ligier people have often tried to sort me out, to find a solution to my problems. On the whole, that hasn't always been possible, but I haven't felt any bitterness towards them. I just happy to have had the chance to drive. »* Does he consider this half season satisfying ? *« I'm not satisfied, »* he admits, *« not disappointed, but not happy either. I had hoped to do better and to be more competitive earlier on. »*

This half-season has constituted a gamble for Jacky Ickx. *« It's a gamble neither won nor lost, »* says Jacky. *« Well, certainly not won anyway. I would have won it if I'd been doing as well as Jacques, if I'd been at the front of the grid, if I'd had some good results. I haven't had the results that I'd hoped for. »*

SELF-ANALYSIS

Will Jacky look for a drive in Formula One next year ? *« I prefer to let things take their own course. That's the way it's always been, and events have always decided things for me. »* Would he like to continue driving ? *« Let's say that what I'd doing now is very important for me. It will mean that at the end of the season, I shall look at all the things that I'm doing, the good and less good performances. After the American Grand Prix, and only then, I will chose which direction to head in the future, taking into account my experience, how much pleasure I get from driving, and how much I want to drive. I look at things this way when I'm in a difficult situation, or when I'm driving cars that aren't very good. »*

In other words, even though he won't actually say it himself, Jacky will decide at the end of 1979 whether he'll continue his sporting career. *« Whatever happens, »* he adds. *« I won't be disappointed, nor upset, nor bitter, I won't feel any resentment. Motor racing has given me everything, a great bundle of happiness of all sorts. I'm the last person in the world to complain about my career. What is certain and that is that I've always driven for the pleasure of driving, that includes this season. I've always considered motor racing more as hobby than as a job. I've never felt that I should risk everything for that final tenth of a second. I think that I'm still driving with the same philosophy as I did ten years ago. It's just a matter of knowing whether it's still possible these days. »*

A true gentleman lost among the professionals. However, he will be the link between two categories which cover two generations and two diffierent eras of racing. □

MARIO ANDRETTI: ONE YEAR ON

The world of Formula One forgets quickly. Niki Lauda was a hero to the Italian Ferrari fans a couple of years ago, yet his name is no longer shouted from the trackside. They're indifferent to him now. At Monza, a few whistles, a little unenthusiastic applause heralded his passing. And Mario Andretti, reigning World Champion, was able to work quietly, the Lotus pit was almost deserted, abandoned by the crowd of journalists, photographers and priviliged enthusiastis who crowded around the cars at each race last year. There was a time in Formula One, not so long passed, where a black hat used to go flying as the chequered flag fell, but for a little more than a year, Chapman's head has remained covered at the end of a race. And how strange that the fifth place that Mario took this year on the same track that confirmed for him the World Championship in 1978, was a good result for the team.

by Mario Luini

The technical doldrums that the World Champion's team currently find itself struggling against hadn't dampened the crowd's enthusiasm for Mario in his country of origin. The crowd of priviliged and gatecrashers were almost divided in the Monza paddock, between the Ferrari truck and the Essex-Martini-Lotus enclosure, with a slight numerical advantage to the Italian team.

Sunday morning's warm-up had just finished. Mario was calm and relaxed, and seemed to more optimistic than he has been for most of the season. He was giving an interview, with his usual good humour, one of so many interviews given throughout the season when one is World Champion. While talking, he scribbled his signature on the numerous bits of paper, photos, books and newspaper cuttings that the bolder of the Italians thrust before him. They were the spectators who completely ignored the symbolic string that was meant to prevent such an invasion.

THE PRIVILEGE OF AGE

His final answer to the interviewer concerned his future. What would he do when his contract with Lotus came to an end at the end of next year?

"Hmmm... well..." a pause, then *"...you know..."* another pause, time for thought, finally *"everything depends on the situation at the time, what happens between now and then. I think I'll be back at the front of the field again, and if someone wants me to drive for them, and if the future looks good, then there's no reason why I shouldn't continue. At least, providing I want to continue... anyway, it's too early to think about it. But certainly there are enough other things, other possibilities, in other fields..."*

So something had been revealed. At 39 years of age, and in spite of the current doldrums immediately after a season of such success, Mario isn't considering hanging up his helmet. Age is no longer such a disadvantage. Regazzoni has confirmed that fact this year, as Andretti did last year. The old men are still capable of winning. Age, in fact, is an advantage. In this technical era, team managers ask for experience, intelligence and maturity from their drivers, in order to handle today's complicated cars.

The reigning World Champion's season can be quickly retraced. Fifth in Argentina, fourth in South Africa and at Long Beach, third in Spain at the end of April was followed by nothing, until fifth at Monza. One can imagine the sigh of relief in the Lotus team that the Monza result must have provoked after a long and appalling series of seven retirements.

ALWAYS THE MAXIMUM

The statistics probably tell the story of Mario's season better than words. Yet at no time did Mario give the impression that he'd lost that habitual serenity. However, he did seem a fraction in the shadows at the start of the season thanks to the performances of his teammate. Carlos Reutemann joined Lotus from Ferrari where he'd been Andretti's chief rival the year before. And he obviously thought that he'd win the World Championship with Lotus.

"It's been a season of disillusion for me", admits Mario. *"I'm very disappointed because I would have liked to have defended my title in a more positive way, with a little more fight. Circumstances dictated otherwise. The new car let us down."*

So there we are, the heart of the problem, the controversial and revolutionary new Lotus 80. On first seeing the car, one could abide by the tradition that says one out of every two Chapman designs are successful, which even so is a pretty good average. But he obviously believed in the 80, and continued to try and get it to work. Although Mario would admit that the Lotus 80 was a hot subject, he talks about it in slightly veiled tones.

"The Lotus 80 was a mistake, that's for sure", he says. *"But it was an excusable mistake. You have to understand Colin Chapman. The 79 was a Championship winning car, a step into a new world of ground effect cars. That was copied by everyone, improved by some. So Chapman was virtually forced to do better, to go further. It's a question of mentality, Colin always tries to the maximum, because in Formula One, there's no other answer. Having said that, I must admit that we were landed with the 80. Well, it's not the end of the world. I'm still convinced that the basic ideas behind the 80 are good."*

DIJON? TURNING-POINT

The 80 was a topic of conversation before it had even been shown to the public. Theoretically, it should have been the first car since the introduction of wings, to run without them, thanks to almost perfect round effect. Chapman himself said the Lotus 79 would look like a double decker bus beside the 80.

The 80 certainly looked good, but sorting it out was a long, laborious and still continuing process.

The curved sides of the new Lotus hindered the skirts. They wouldn't slide, and often stuck in the up position which ruined the ground effect. In order to make up for that fact, Chapman had to add wings again.

"The most important thing was to run the car", said Mario. *"We had to do that to try and understand it."* The 80's best result was at the twisty Jarama circuit in Spain where Mario finished third, having been fourth fastest in practice. He had to let Reutemann past in the old 79. Two weeks later, Mario drove a 79 as well. He was back in the 80 again for Monaco, and a month later, at Dijon, he had his last ride in the 80.

"It was during practice for the French Grand Prix that we decided to stop using the 80 for the time being", explained Andretti. *"The circuit should have suited it, but I was only twelfth fastest, two seconds slower than the Renault Turbo and I was only a hundredth or so faster than Carlos in the 79."*

A TREMENDOUS EXPERIENCE

The decision has taxed the team for the rest of the season. *"We had to start from scratch with the Lotus 79. Since last year, the tyres had developed and we had to adapt the cars to the new tyres."*

"Tyres are the key to the whole thing. On the 80, for example, we never got the tyres up to working temperature. For the first time since we've been running 79s, we've got the right temperatures here at Monza." The times confirmed the fact. Andretti and Reutemann were both happier than they have been for some time, especially on hard tyres. It was an important step, because it as enough to erase any doubts the drivers might have had in the team. However, Andretti dispelled any suspicions that one might have had. *"The things that have happened have done absolutely nothing to change the confidence, nor admiration that I have for Colin. I still believe in him and in the capabilities of the team. We'll soon come out of this bad patch, I'm sure. If I didn't think that, nothing would persuade me to stay, contract or no contract. Furthermore, my position within the team isn't as bad as the results would seem to show. I'm the only person in the team who can directly confront Colin's theories on-track. Even though it's not as good as it might be, it's still a fantastic experience. I learn something every day, and I'm still learning. And for me, that's really essential."*

But on his own, as the driver, did he believe in the Lotus 80?

"Well, you know..." (he relaxes. Even though most of the interview is conducted in Italian, he often reverts to English). *"I've said already that I believed in the basic idea. It's an interesting concept. Having said that, I must admit that I'm always positive, I like to keep an open mind on everything that is new. I believe that you have to thing this way to work well and to progress. But I have to admit that when I saw the preliminary drawings of the 80, there were certain things that upset me, instinctively. It seemed to me to be too complicated, sophisticated, the opposite to the 79 which was simple, clean, and which was immediately and obviously a good car. Certainly, I had my doubts about the 80, and I wasn't too keen on it."*

"But now, everything is OK."

For Mario Andretti, the next World Championship for Drivers has already started. With or without Carlos Reutemann. The 80 hasn't been abandoned. It should appear, considerably modified, quite soon. And then it might take the little Italian-American to another title. □

A racing boat on Lake Como one day, fifth place at Monza the next. Nothing is too dramatic for Mario Andretti.

TO OUR READERS

GRAND PRIX INTERNATIONAL Nº 12 WILL CONTAIN THE GRAND PRIX IN CANADA AND AMERICA, AND WILL BE ON SALE ON OCTOBER 20.

MOTOR RACING AT THE HOTEL FOSSATI

by Maurice HAMILTON

History was made in Cononica at 6.5 pm on September 7. The sleepy village, nestling in the valley of the River Lambro, was going about its normal early evening business. locals gossiped outside the bar at the foot of the hill, the chapel opposite, its tower bulging with clanging bells, prepared for evening mass, a two-coach train clattered along the single track railway and disappeared into a tunnel under a steep hill.

Suddenly the air was beaten by the blades of the Essex helicopter as it appeared over the trees and dropped into the valley before landing on the hard-baked field that served as the local football pitch. Foliage swished and fluttered in protest, the hallowed soccer surface was whipped into a violent dusty red storm that swirled around the Hotel Fossati. The owner, Antonietto Fossati, and his son Vittorio, did not seem to mind as Didier Pironi, clutching his brief case and dressed in tee shirt and shorts, stepped from the helicopter and made his way through the dust towards the hotel. *"Is the first time a helicopter land here,"* Said Vittorio with a nod of approval as he mentally chalked up another land mark in the 16 year history of the Hotel Fossati—now an integral part of motor racing at Monza.

Antonietto Fossati had raced with moderate success in the Mille Miglia and the Targa Florio in the 1950s, driving for enjoyment rather than fame and fortune. When he stopped racing, Antonietto decided to build a hotel near Monza and he chose a site on the hill at Canonica. Along with an architect friend, he applied a lot of thought to the project and they evolved a curious circular building with rooms running radially from the centre of each floor.

The first motor racing personality to stay there was Jo Siffert. The Swiss was Riding Bikes at the time and he slept in his truck which was parked outside the hotel. He soon made the Fossati's acquaintance and it was not long before he was offered a bed *"at no charge"*. As the years went by, Siffert brought his Formula 1 entrant Rob Walker, to the hotel, followed by the Gulf sports car team. The family have fond memories of Siffert, signed photographs adorning the high walls of the reception/lounge area.

One night, however, Seppi made his mark in a rather unconventional manner as Vittorio explains. *"He had been leading a race until there were only a few laps remaining—and then something broke and he retired. He went to the local restaurant and had some wine and then came back up here and had more drink with his team. Then, at about 2am, he threw a glass up in the air andit smashed a glass table top. He threw another glass high in the air—and it broke another table top on the other side of the room. He was very apologetic in the morning..."*

Most teams have a permanent booking at the hotel and this year Tyrrell, Renault, Ligier, Shadow, Arrows, Brabham and Lotus took most of the rooms. Several drivers declined the more opulent alternative of the Villa d'Este and Jacques Laffite was one of them. He had barrowed a Rolls Royce for the 20 minute drive to the circuit. His journey on Friday morning was typical.

Car parking is tight to say the least around the circular plan of the hotel and, while one journalist had great difficulty backing his Fiat Ritmo through a narrow gap, Laffite sailed serenely through with barely an inch to spare on either side. Jabouille and Pironi were among the passengers as Laffite powered the Rolls down the hill along the winding road by the Lambro, across a narrow bridge before sweepint through tight ess bends by the tiny railway station. Then over the level crossing and along a pretty country road that seemed far removed from the hustle of Monza. Squeezing through a narrow arch, the Rolls swept past a tumble-down barn and aimed for Biassono and the main road.

Laffite ran down the outside of the traffic queue and past a group of enthusiasts removing bricks from the perimeter wall as they attempted to break into the Monza park. Further along, more spectators were burrowing under the fence, passing through wine and food. You were left to ponder just why some of them bother, for later in the day they fell asleep on the grass just as the timed practice session began.

Vittorio Brambilla followed the Rolls into the paddock on his Moto Guzzi Le Mans, flat cap on his head, leather wallet strapped to the fuel tank cap. The crowd, clinging like monkeys to the spiked railings, called his name while René Arnoux walked past unnoticed.

By comparision, the pit lane was peaceful. The pale sun rising slowly behind the advertising hoardings along the top of the pits. Mario Andretti, dressed in his race overalls, leant casually against the pit wall, drumming his fingers on the concrete as he watched the mechanics roll out the Lotus 79s. Andretti was totally alone, the crowd on the other side of the track barely noticing him. How times change.

Further down the pit lane, the Williams and Renault teams were ready to roll. Patrick Head joked with Francois Castaing: *"After Watkins Glen, you must take a holiday—a long holiday. Go Skiing and enjoy yourself—but don't go testing."* Castaing laughed at the back-handed compliment. Like Patrick, he knew that holidays are low on the agenda, motor racing today is a continuing process. It hasn't always been like that of course.

There was a time when Monza heralded the end of the season—take 1957 for example. Moss won in a Vanwall and the teams packed up and went home instead of dashing off to imola or rushing a car to the airport for a tyre test session at Watkins Glen. Now the Vanwall was back—and so was Moss—for the magnificent 50th anniversary display.

Over 30 cars had been gathered together by Marlboro and a cavalcade from the centre of Milan brought the cars popping and rasping to the circuit. Roads were closed and a police escort normally accorded a safe passage. Such is the importance of the racing car in Italy. The historic cars were due to lap the circuit on race day and they rolled onto the track bringing memories flooding back to the appreciative crowd.

Rob Walker, hair swept back and goggles at the ready, appeared in his Delage; Robert Manzon took the wheel of a 1952 Gordini and Taruffi, his grey hair flowing, motored by in an Alfa Romeo Monza. There were Ferraris of course and the chubby little commentator, perched high in the crows nest at the back of the main grandstand, almost bit his microphone as he wrapped his tongue around 'Maserati' when a 250F was wheeled by. Moss strode down the grid, wearing crisp white overalls and carrying the familiar white helmet. Von Hanstein appeared in the Flat 8 Porsche that made a lot of noise for such a small car. An enormous cheer greeted the 1971 Ferrari 312B as it was rolled silently onto the grid. Borsari in attendance and Regazzoni, the driver and owner, walking ceremoniously behind.

The parade was watched by Antonietto Fossati and naturally the family know everyone there is to know at Monza. Indeed Vittorio featured prominently on the cover of Autosprint as he stood on the victory rostrum of the 1976 1000 kms race alongside his 'residents' Ickx and Mass.

Ickx has been part of the family for many years although the mischevious Belgian has been known to test their patience in the past. Following one race in the late sixties, Ickx and a friend decided that they would like a swim. The fact that the hotel did not possess a pool posed no problem for Ickx and he simply sealed his bathroom door with towels while filling the bath to overflowing and forming his own private pool. Once he and his friend had tired of swimming up and down the bathroom, they opened the door, sending a torrent of water into the bedroom and swirling past the doors of puzzled guests. Vittorio tells the story with a mixture of muted annoyance and bewilderment. Nonetheless, they have remained firm friends and Ickx features strongly in the gallery of over 70 photographs which adorns the walls.

Many of them are signed and act as a sad reminder of the other side of the motor racing coin. There is a touching shot of Jochen Rindt and Jim Clark chatting in the Monza pit lane. There are signed portraits of Hill, Revson, Cevert, Siffert, Rodriguez, Pryce and Williamson. Since Siffert's death, the family have learnt to accept the sadness as an inevitable part of motor racing life, the photographs serving as momentos of happy times at the Fossati.

During the weekend, the hotel is under continual siege from local children who keep a noisy but respectful vigilance at the front door. Not daring to cross the threshold for fear of receiving a scolding from Vittorio. Jabouille and Arnoux are the last to leave at noon on Monday and Vittorio persuades the children that there are no drivers remaining. The autograph hunters drift away and the hotel dogs settle down for the first time in four days. Vittorio collapses into one of the soft leather chairs and picks up the Milan morning paper. The Hotel Fossati has been mentioned alongside the Villa d'Este as a popular retreat for the teams. He's pleased. It's been an enjoyable weekend. After all, it's not often either Grand Prix drivers come to stay or helicopters land inthe back garden. □

WASHING IN RECORD TIME

new Candy "Primato" range

Candy has launched a range of washing machines with new, very advanced characteristics.
All of these new machines have in common, long lasting, tough design, energy saving features and new washing methods.

There is a Candy for example, which has one special control, "ZOOM" which shortens the washing time, but still carries out the complete wash.
Thus when the clothes are only slightly dirty washing can be done faster (32 minutes quicker).

In order to wash the various fibres correctly the drum has **three different movements.** One for strong fibres, one for delicate fibres, and one for extremely delicate fibres.
Just like washing by hand.

In addition there is a **Thermocontrol** knob which lowers the temperature of the water and saves energy.

Candy: washing machines, tumble dryers, dish washers, refrigerators, fridge/freezers, cooker and hobs.

Candy
a winning trade mark

ITALIAN'S NEW BLOOD

Italy's two principal teams, Ferrari and Alfa Romeo, prepared for their home Grand Prix with extra care. For the former team, it meant an improvement in order to win the World Championship. For the latter, however, it involved running a brand new car.

by Giorgio PIOLA

You saw a picture of the new Alfa-Romeo 179 in our last issue, and that car finally made its debut at Monza.

Unlike the 177, this car is a real wing car, developed in a wind tunnel at the SERA works in Paris.

The front part of the car is very similar to the Arrows A2. Mechanically, the 179 conforms to all the basic principles of other wing cars : narrow monocoque, single fuel tank behind the driver, and wide side pods which is allowed by the Alfa V12, narrower than the Cosworth engine.

The Alfa's oil tank is mounted above the fuel tank. It's relatively large, something that Carlo Chiti of Alfa has asked Brabham to make for their cars which use the same engine. The cockpit is very far forward, much further forward than on other current cars. The oversize water and oil radiators are mounted in the side pods, topped by extractors.

The first Alfa had twin wings inside the side pods, but the new 179 has a single wing. Alfa Romeo hope that this system will produce the same results as those obtained in the wind tunnel.

The Alfa Romeo 179's suspension is similar to other Formula One cars, with combined spring shock absorbers mounted inboard, but the rear brakes are still fitted to the gearbox, also inboard.

These are double caliper Girlings. Not surprisingly, the rear suspension utilises a large lower wishbone. Some of the suspension parts are made of titanium, but even so, it would seem that the car is considerably over the weight limit, although the exact weight wasn't revealed.

Comparing the older car, now two years old in conception, and the new model, the most noticeable area of development is in the bodywork, particularly the side pods and the cockpit surround.

Chiti had announced that the rear lower part of the monocoque was going to be rounded, but this isn't the case. It may rounded on the second car, and almost certainly on next year's car. Chiti says that there are other innovations on the next car, but these will first be tried on the 179.

FERRARI : IMPROVING THE GROUND EFFECT

The Ferrari team came to Monza in force : four cars and new engines. Of the four, two arrived on Thursday evening having been tested at Fiorano. These two cars differed to the conventional model by having the brakes mounted outboard, as on the majority of modern wing cars. The brakes are twin caliper Lockheeds.

Outboard brakes are important to modern wing cars because they don't interfere with the air flow beneath the side pods. But mounting the brakes outboard also forced Ferrari to design a new upright to fit the twin calipers.

If one studied the uprights closely, one could see that Ferrari had designed an intriguing new upright which also combines improved air flow to cool the brakes. There is an air scoop which feeds air to the middle of the upright, but also gaps in the upper part of the upright. On the outside of the upright there are little turbo-like blades which are fed by the wheel which has similar holes to take in air.

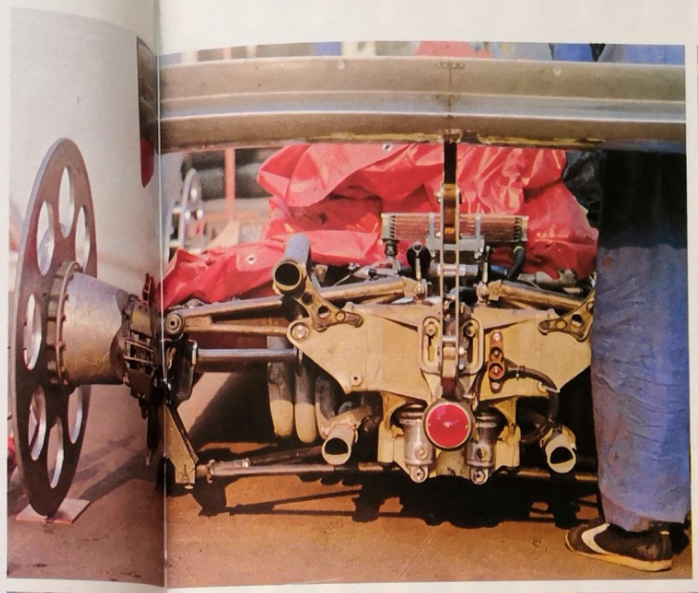
The Speedline wheel firm is currently making wheels to improve this effect. Equally, it seems that these new wheels will be capable of forming a depression at the rear of the car which should improve air flow even more.

All these parts are designed for the T4, but are basic development for the T5.

Furthermore, all tour cars are fitted with a new exhaust system which was seen on the spare car at Zandvoort. This system feeds the first group of three-into-one exhausts over the gearbox. The second group, instead going the same way, is now fed out beneath the engine. This has allowed a gain of 4 cms to the side pods, now 33 cms instead of 29 cms. For the same reason, the fuel pump, formerly fitted to the side of the engine, is now repositioned in line with the engine. □

New exhaust system for the Ferraris : one set of pipes feeds out over gearbox, the other goes under the engine. With this system, Ferrari have gained 4 cms within the side pods.

Right : interesting brake cooling system on the new Ferrari uprights. The hole on the upper part of the upright is fitted with an air scoop. Better still, small fans have been made on the outside of the upright. They work with small holes inside the wheels in order to dispel heat.



The new Alfa has large side pods thanks to the narrow V12 Alfa. Like nearly all the cars, the 179 is fitted with twin caliper Lockheed brakes at the front, Note the big titanium upper rocker arms.

The oil tank mounted behind the Alfa driver on the fuel tank. It's large because that's the way Chiti wants it.

FILM OF THE RACE

At the start of the race there was a fantastic five-strong battle between Arnoux - Scheckter - Villeneuve - Laffite - Jabouille ; then came the Ferrari-Ligier struggle after Arnoux retired ; Jabouille - Regazzoni fought over fourth place : the first part of the race had much to commend it. After that, the Italian Grand Prix fell flat with retirements. It was fatal for Renault and Ligier, and to a lesser degree for Williams. The Ferraris were unaffected, and pulled off a fine 1-2.

1 — *They've hust started. Jody Scheckter leads in front of Arnoux, Villeneuve, Laffite, Regazzoni and Jabouille. The winner has been chosen ?*

2 — *The field compacts into the first chicane where there's room for just one car. Scheckter gets through first in front of Arnoux.*

3 — *The bulk of the field gets through without too much delay. Only Rosberg and Mass touch, they're already very close to one another in our picture.*

4 — *Arnoux wasn't to follow Scheckter longer than one lap. He took the lead on the second, into the chicane. He was to lead for 12 laps.*

5 — *While Scheckter threatens Arnoux, Villeneuve, Laffite and Jabouille complete the battling first five.*

6 — *Pironi has led Lauda since the first lap, but the Austrian closes right up and passes the Frenchman on the 6th lap.*

7 — *Alan Jones had a bad start. On the third lap, he's already passed Rosberg, Brambilla, Stuck and Patrese, but he stops at the pits two laps later.*

Five drivers battle it out during the first laps.

Poleman Jabouille didn't have much hope for the race.After he'd set his best time on the final day of practice, he went off the track in the chicane with RS 10. The front end was so badly damaged that it wasn't repairable for the race, and he had to use RS 11 for the warm-up. That car appeared to be affected by consistent understeer which Jean-Pierre couldn't get rid of. Arnoux, on the other hand, sitting beside Jabouille on the front rowas at Dijon, was a lot more hopeful. The water leak which had cut short his practice the previous day had done nothing to dampen his hopes, for his best time on Friday was sufficient for the front row. Scheckter, in the first Ferrari, was poised on the second row, beside Alan Jones whose practice was shortened on Friday following an accident with Tambay.

The drivers were strictly briefed following last year's accident Anyone crossing the white line running beyond the pits would be immediately disqualified. But on the other hand, there was still the possibility of an accident 400 yards further on, at the first chicane which is so narrow. But the field got through almost unscathed. Rosberg and Mass touched, a suspension part on the Arrows broke. Otherwise the other 23 cars passed without incident.

Scheckter, who made the best start, was taken for the lead by Arnoux on the second lap. The field were already split up, with the five leading cars tight together in the order Arnoux-Scheckter-Villeneuve-Laffite-Jabouille. It was surprising to see the Ligier in this bunch, because Laffite wasn't expected to make his move so early.

Regazzoni came next, alone, in front of a long stream of cars led by Andretti, then Tambay, Jarier, Pironi, Giacomelli, Lauda, Reutemann, Watson, Ickx and Patrese. Further back came Stuck, Jones (second to last on the first lap after his engine misfired at the start), then Rosberg, Brambilla, De Angelis and Fittipaldi. Mass retired on the fourth lap with an oil leak, but Piquet had gone too. The Brazilian came past seventh in front of Andretti on the first lap. But he was chopped, according to the man himself, by Regazzoni and went off the track hard at the Curva Grande. The car was cut in two, but Piquet was miraculously unhurt. Jones caught up well in the early laps, but then stopped in the pits to change his battery and spark box.

The leading five became four when Jabouille began to slip back. Regazzoni wasn't far behind and slowly picked up tenths of a second here and there. Arnoux, meanwhile, was still leading the two Ferraris which were being harried by the Ligier.

But the sight of a yellow car in the lead didn't last long. On the 13th lap, Arnoux had slipped to fourth and he retired a lap later with engine trouble. « *It was really going well,* » said the little man from Grenoble. «*Icould easily hold the Ferraris. I'm sure that from half-distance, when my car's fuel load lightened, I would*

→

8 —

9 —

8 — The rear end of the field on the fifth lap : Brambilla leads Rosberg and De Angelis. Fittipaldi is futher back. De Angelis will overtake the Wolf and the Alfa, but has to let the Copersucar pass.

9 — Watson, Giacomelli and Reutemann on the 13th lap. A lap later, the Irishman will go off the track trying to take ninth place from Jarier.

10 —

11 —

10 — Regazzoni catches Jabouille on the 20th lap. The Williams overtakes the Renault on the 24th lap, taking fourth place.

11 — Giacomelli puts an end to his fine driver by going off the road on the 29th lap. He might have finished fourth.

12 —

13 —

12 — Andretti and Jarier fight over fifth place at the end of the race. The American driver kept the Frenchman behind him, despite the latter's efforts.

13 — Without pressure from Laffite's Ligier, the two Ferrari drivers can relax a little on their way to a spectacular home double.

14 —

15 —

14 — Historic photograph : Jody Scheckter. At this precise moment, the South African became the World Champion Driver of 1979.

15 — A rostrum with all the right ingredients for the Italian crowd : two Ferrari drivers (one of them the new World Champion) in first and second, and the almost Italian driver Clay Regazzoni.

easily have been able to draw away from Scheckter and Villeneuve.»

Arnoux was out, the two Ferraris and the Ligier could battle out the World Championship amongst themselves. But from the 19th of the 50 laps, Laffite began to lose ground, foot by foot. Villeneuve, on the other hand, stayed right behind his teammate. Behind them, Regazzoni had caught up Jabouille. The Williams caught the Renault on the 20th lap, followed for three laps, and overtook on the 24th. So Regga slipped into fourth place. Jabouille tried to stay with him for the next five or six laps, but then Regga pulled away.

Further back, Lauda was in sixth place having overtaken Giacomelli, Pironi, Jarier and Andretti in succession, and after having gained on place following Tambay's retirement. Watson was doing his thing in the middle of the bunch. He hit Pironi on the ninth lap and then Jarier on the 14th lap when the Frenchman was trying to get past at the chicane. The manœuvre was to Jarier's advantage, for Watson went off into the sand and couldn't get restarted. That helped Giacomelli who was having a fine race. He moved up two places at once, as Jarier was delayed after his accident with Watson. Bruno continued on his way. He caught Andretti and took seventh place off him on the 20th lap. He then set about cutting the gap to Lauda, but went off the road on the 29th lap when he was about to challenge the Brabham-Alfa driver.

A Ferrari win, the crowd go wild.

On the thirtieth lap, it was obvious that Laffite could do nothing about the Ferraris. At the time he was four seconds behind them, and still losing ground. Ten laps later, the gap had doubled. The Ligier driver was trouble with a metal plate touching the clutch, and it meant that he had to use his brakes more to slow the car. Furthermore, the clutch was slipping, and after revving to 11,800 when braking for the chicane, he pulled into the pits on the 42cnd lap before he broke the engine completely.

The two Ferraris then were left with an easy lead in front of Regazzoni. Villeneuve dropped back and caught Scheckter a couple of times just to prove that he could do it. But the Canadian abided by team orders and stayed second. The Ferraris slowed considerably towards the end of the race in order to ensure victory. The pace slackened so much that Fittipaldi's lapped Copersucar was able to follow them easily. Regazzoni closed up on the Ferraris before he ran low on fuel and the two pulled away again, crossing the line almost side by side much to the crowd's delight.

The final blow in the race was to Jean-Pierre Jabouille whose engine let go four laps from the end, depriving the Frenchman of an encouraging fourth place. Instead, that position went to Lauda who hadn't finished a race since the South African Grand Prix ! Andretti finished fifth, even though he was worried at the end of the race by Jean-Pierre Jarier who in turn had a battle with Reutemann earlier. Ickx was involved with the trio, but his engine went on the 41st lap. □

postcard from Monza

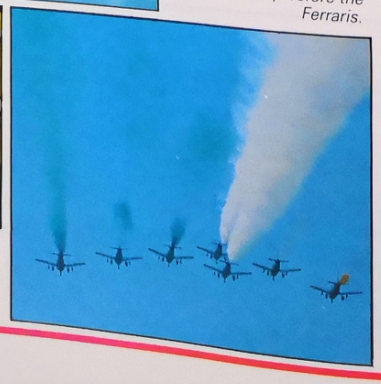
A FISA representative gave this warning: this is what happens when you ban skirts!

John What's Wrong: a mixgture of joke and serious inquiry.

Lake Como, just 15 minutes away from Monza by helicopter, is where Didier Pironi tried out the world record holding diesel Abbate.

The Italian colours even before the start: the Italian aerobatic team, one step before the Ferraris.

Merzario's new sponsors: coffin manufacturers would you believe?



PICTURE CAPTIONS: THE ITALIAN GRAND PRIX

1. Gilles Villeneuve in front of his fans. A fine second place, but the World Championship is lost.

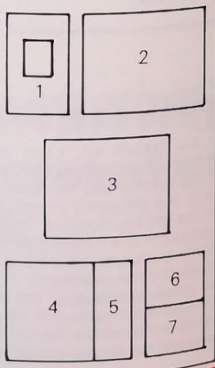
2. Jody Scheckter rounds the Parabolica. The title of World Champion 1979 is within sight.

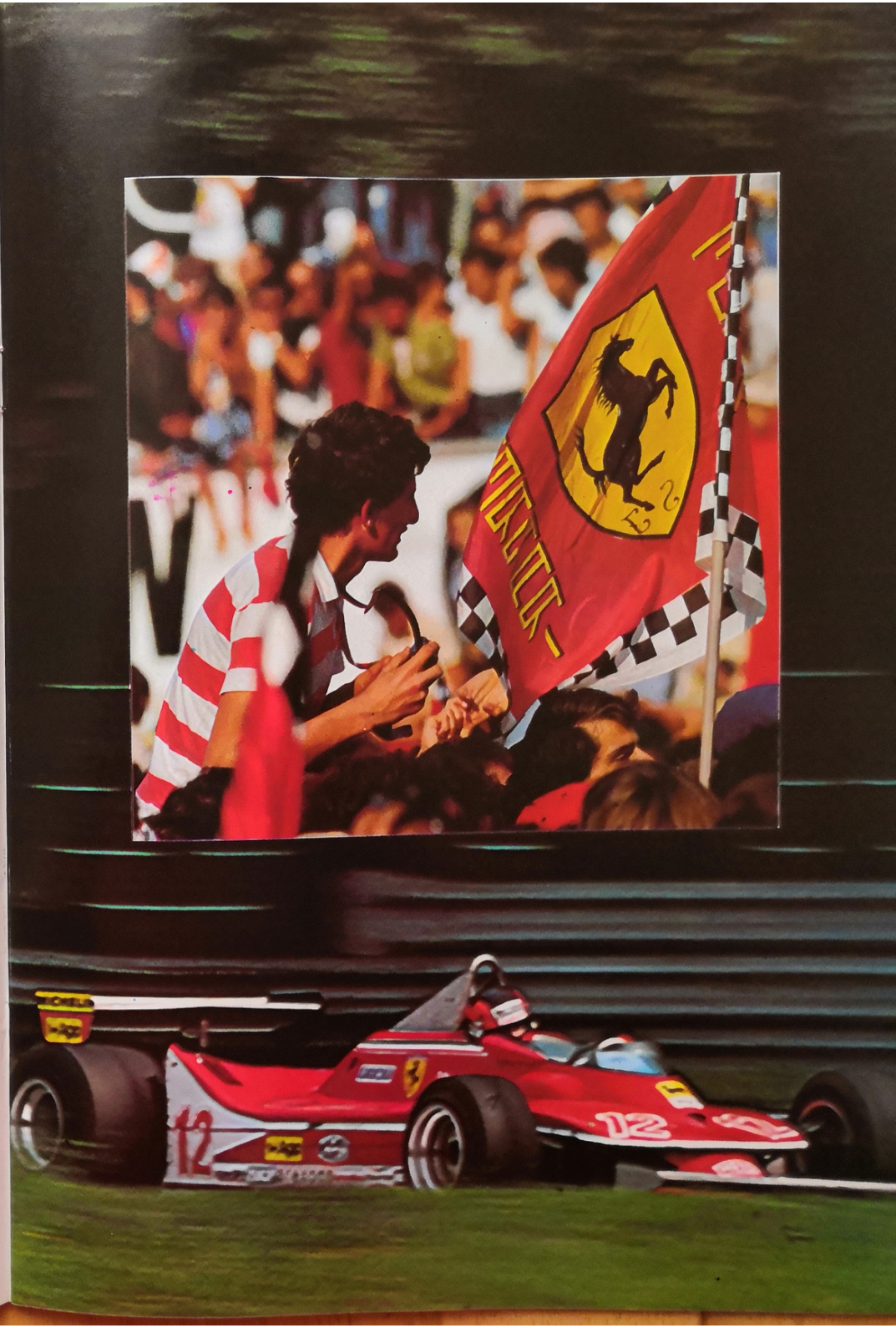
3. The early stages of the race seen from the Fiat tower. They have just started, the field bunches up into the first chicane, and Scheckter is first through.

4-5. Giacomelli on the track, and Brambilla in the paddock: a satisfying race for the two Italians.

6. Jean-Pierre Jabouille's fourth pole position, but success still eludes him. He hasn't been in the points since Dijon, Monza saw his fifth consecutive retirement.

7. Niki Lauda, on the other hand, shook off his ill-luck and finally finished a Grand Prix. Fourth place quadrupled his score in the World Championship points table.





Jody Scheckter
11
MICHELIN

Motorcraft
GOODYEAR
IP
50
100
150
200

GOODYEAR
35
CAINI
Agip

LINEA SPORT
parmala

postcard from Monza

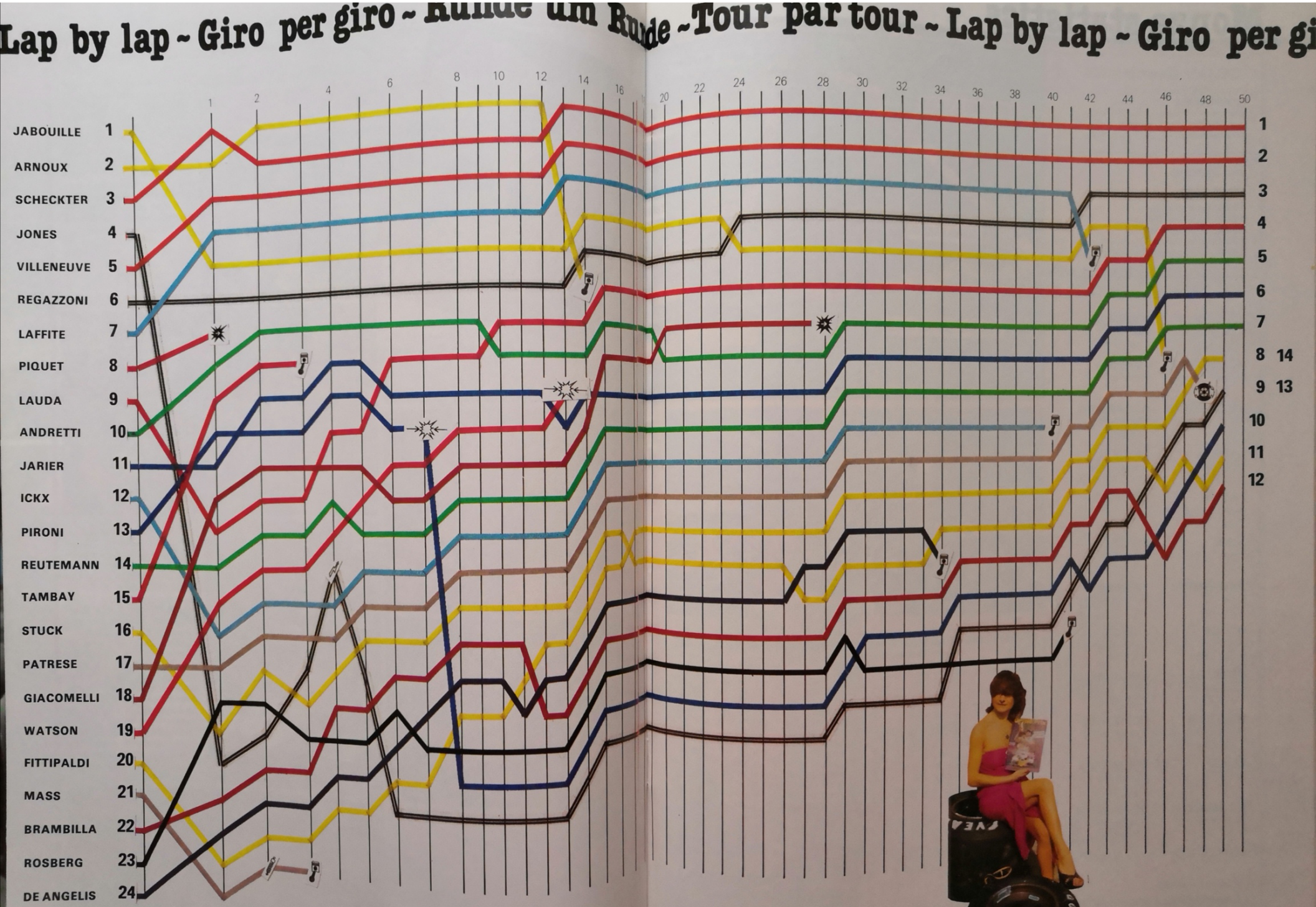
"Pepe's" birthday

History doesn't relate whether those one-time chefs Niki Lauda, Jochen Mass, Patrick Tambay and Hans Stuck cooked the birthday cake themselves for Clay Regazzoni. The Swiss driver recently saw in his fortieth year, and his popularity has meant that he's frequently celebrated the fact. The parties started at Monaco and at the Moulin de Mougins, thanks to Essex, and continued at Monza where the Renault team gave "Pepe" a wheelchair complete with Williams nose fins and a steering wheel reading "found at Zandvoort." The donor was Rene Arnoux. Tit-for -tat.

Oldies but goodies

Marlboro laid on a superb parade of old and not so old Formula One cars prior to the Italian Grand Prix at Monza. Fittipaldi drove the Lotus 49C which Jo Siffert took to victory at the British Grand Prix in 1968, Clay Regazzoni drove his old Ferrari 312 B2, and Villoresi took to the track again. Patrick Tambay, seen here with... Patrick Tambay? No, Peter Gethin who borrowed the Frenchman's helmet to drive the McLaren M23 which took James Hunt to the World Championship in 1976. Mario Andretti drove his Championship winning Lotus 79, already a famous but outdated car.

Lap by lap - Giro per giro - Ronde um Runde - Tour par tour - Lap by lap - Giro per gi



Lap by lap - Giro per gi

Monza statistics

ITALIAN GRAND PRIX

Date: September 9, 1979
Circuit lenght: 3.604 miles
Distance: 50 laps, 180.197 miles
Conditions: Sunny and hot
Attendance: 150.000 spectators

THE RECORD

last five races

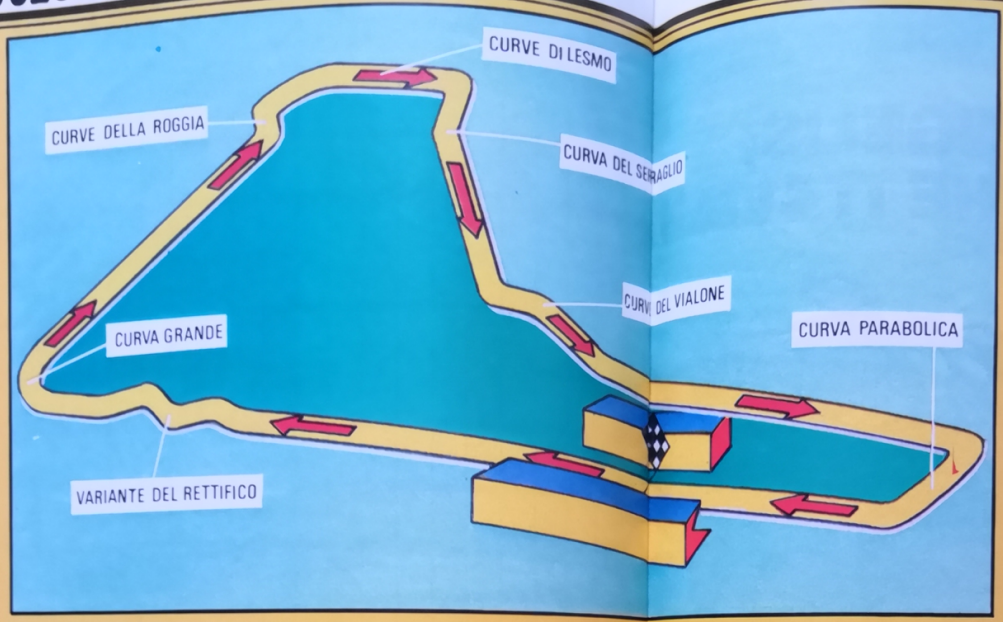
1974: Peterson (Lotus 72)
1975: Regazzoni (Ferrari)
1976: Peterson (March)
1977: Andretti (Lotus)
1978: Lauda (Brabham Alfa)

STARTING GRID

JABOUILLE Renault RS 10 1'34"58	**ARNOUX** Renault RS 12 1'34"70
SCHECKTER Ferrari 312 T4 1'34"83	**JONES** Williams FW 07 1'34"91
VILLENEUVE Ferrari 312 T4 1'34"98	**REGAZZONI** Williams FW 07 1'35"33
LAFFITE Ligier JS11 1'35"44	**PIQUET** Brabham Alfa BT 48 1'35"58
LAUDA Brabham Alfa BT 48 1'36"21	**ANDRETTI** Lotus 79 1'36"65
ICKX Ligier JS 11 1'37"11	**PIRONI** Tyrrel 009 1'37"18
REUTEMAN Lotus 79 1'37"20	**TAMBAY** McLaren M29 1'37"23
STUCK ATS D2 1'37"29	**JARIER** Tyrrell 009 1'37"58
PATRESE Arrows A2 1'37"67	**GIACOMELLI** Alfa Romeo 179 1'38"05
WATSON Marlboro ML 29 1'38"09	**FITTIPALDI** Copersucar F6 1'38"13
MASS Arrows A2 1'38"16	**BRAMBILLA** Alfa Romeo 177 1'38"60
ROSBERG Wolf WR9 1'38"85	**DE ANGELIS** Shadow DN 9/B 1'39"14

NON QUALIFIED:

LAMMERS Shadow DN9/B 1'39"31.
SURER Ensign MN 179 1'40"82.
MERZARIO Merzario A2 1'42"00.
REBAQUE Lotus 79 1'42"76.



UNOFFICIAL PRACTICE TIMES

	Friday morning	Saturday morning	Sunday morning
JABOUILLE	1'36"73	1'35"19	
ARNOUX	1'37"00	1'37"13	1'38"60
SCHECKTER	1'36"76	1'37"20	1'37"11
JONES	1'36"27	1'35"65	1'38"48
VILLENEUVE	1'36"89	1'37"05	1'37"82
REGAZZONI	1'38"21	1'37"97	1'38"66
LAFFITE	1'36"67	1'35"95	1'39"37
PIQUET	1'39"81	1'41"17	1'39"49
LAUDA	1'37"53	1'39"75	1'39"09
ANDRETTI	1'38"69	1'37"70	1'39"20
ICKX	1'39"99	1'39"03	1'41"22
PIRONI	1'38"21	1'39"45	1'39"56
REUTEMANN	1'38"91	1'37"53	1'39"50
TAMBAY	1'39"47	1'38"35	1'39"83
STUCK	1'39"70	1'39"29	
JARIER	1'40"12	1'37"13	1'38"78
PATRESE	1'39"26	1'38"00	1'40"34
GIACOMELLI	1'39"18	1'38"90	1'41"78
WATSON	1'38"97	1'37"69	1'39"14
FITTIPALDI	1'41"71	1'39"65	1'41"50
MASS	1'40"64	1'39"17	
BRAMBILLA	1'39"58		
ROSBERG	1'39"97	1'40"58	1'48"26
DE ANGELIS	1'40"97	1'39"56	
LAMMERS	1'40"72	1'40"65	
SURER	1'44"92	1'41"95	
MERZARIO		1'42"96	
REBAQUE			

OFFICIAL PRACTICE TIMES

	1st session	2cnd session
JABOUILLE	1'35"66	1'34"58
ARNOUX	1'34"70	1'34"70
SCHECKTER	1'35"50	1'34"83
JONES	1'34"982	1'34"91
VILLENEUVE	1'34"989	1'34"98
REGAZZONI	1'35"33	1'35"33
LAFFITE	1'36"84	1'35"44
PIQUET	1'36"38	1'35"58
LAUDA	1'36"21	1'36"21
ANDRETTI	1'36"70	1'36"65
ICKX	1'38"91	1'37"11
PIRONI	1'37"51	1'37"18
REUTEMANN	1'38"19	1'37"20
TAMBAY	1'37"31	1'37"23
STUCK	1'39"46	1'37"29
JARIER	1'37"78	1'37"58
PATRESE	1'38"12	1'37"67
GIACOMELLI	1'38"56	1'38"05
WATSON	1'38"77	1'38"09
FITTIPALDI	1'39"49	1'38"13
MASS	1'40"77	1'38"16
BRAMBILLA	1'39"35	1'38"60
ROSBERG	1'40"16	1'38"85
DE ANGELIS	1'41"10	1'39"14
LAMMERS	1'41"18	1'39"31
SURER	1'49"43	1'40"82
MERZARIO	1'43"53	1'42"00
REBAQUE		1'42"76

PIT STOPS AND RETIREMENTS

Mass: stopped 2cnd lap, damaged suspension, retired 4th lap, engine
Piquet: accident, 2cnd lap
Tambay: retired 4th lap, engine
Jones: stopped 5th lap, changed battery and spark box
Pironi: stopped 9th lap, skirt gammed
Arnoux: retired 14th lap, engine
Watson: retired 14th lap, spun and engine stalled
Giacomelli: retired 29th lap, accident
De Angelis: retired 34th lap, clutch
Ickx: retired 41st lap, engine
Laffite: retired 42cnd lap, engine
Rosberg: retired 42cnd lap, engine
Jabouille: retired 46th lap, engine
Patrese: retired 48th lap, brakes

PROVISIONAL WORLD CHAMPIONSHIP CLASSIFICATION

(after the Argentine, Brazilian, South African, USA West, Spanish, Belgian, Monaco, French, British, German, Austrian, Dutch and Italian GPs).

1. Scheckter 51 pts. **2.** Villeneuve 38 pts. **3.** Laffite 36 pts. **4.** Jones 34 pts. **5.** Regazzoni 27 pts. **6.** Depailler and Reutemann 20 pts. **8.** Jarier and Andretti 14 pts. **10.** Watson 13 pts. **11.** Arnoux 11 pts. **12.** Jabouille 9 pts. **13.** Pironi 8 pts. **14.** Lauda 4 pts. **15.** Piquet, Ickx and Mass 3 pts. **18.** Patrese 2 pts. **19.** Fittipaldi 1 pt.

CONSTRUCTORS CUP

1. Ferrari 98 pts. **2.** Williams 62 pts. **3.** Ligier 61 pts. **4.** Lotus 39 pts. **5.** Tyrrell 22 pts. **6.** McLaren 13 pts. **7.** Brabham 7 pts. **8.** Arrows 5 pts. **9.** Copersucar 1 pt.

RESULTS

		50 laps in
1. Scheckter	Ferrari 312 T4	1 hr 22'0"22 (131.845 mph)
2. Villeneuve	Ferrari 312 T4	0"47 behind
3. Regazzoni	Williams FW07	4"78 behind
4. Lauda	Brabham Alfa BT48	54"40 behind
5. Andretti	Lotus 79	59"70 behind
6. Jarier	Tyrrell 009	1'1" behind
7. Reutemann	Lotus 79	1'24" behind
8. Fittipaldi	Copersucar F6	one lap behind
9. Jones	Williams FW07	one lap behind
10. Pironi	Tyrrell 009	one lap behind
11. Stuck	ATS D2	one lap behind
12. Brambilla	Alfa Roméo 177	one lap behind
13. Patrese	Arrows A2	three laps behind
14. Jabouille	Renault RS11	five laps behind

Fastest lap: Regazzoni, 1'35"60, 135.713 mph (record).

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PATRESE, DE ANGELIS, GIACOMELLI : THE ITALIAN WAVE

The French have their « Equipe de France », there's a new bunch of young Italian drivers who could call themselves « Squadra Italiano. » Riccardo Patrese, Elio De Angelis and Bruno Giacomelli are just the tip of the Italian iceberg. There are others to come : Fabi, Gabianni, Stohr, Necchi, Ghinzani, Baldi, Alboreto and more. Meanwhile, the young Italians already in Formula One are serving their apprenticeships. Patrese has nearly completed his, De Angelis has only just started, while Giacomelli needs regular employment. Whatever, none of them lack talent nor temperament.

RICCARDO PATRESE : STORY OF A PRIVATE MAN

He doesn't like big dinners, lively parties nor fashionable resorts. For these reasons, he often spends a few days holiday, whether in winter or summer, in Cortina d'Ampezzo in the Dolomites. It's a far cry from town life and from the world of Formula One. He has old friends there, he can be quiet at Cortina with his family. During high season, some of the Italian jet-set go to Cortina, but Riccardo manages to stay out of their way. Patrese prefers to lead a quiet life, very different to his temperament. Other drivers prefer to bathe in the glory of their fame, but not Riccardo.

It's hard to turn a blind eye to the pleasures of fame when you're 25, especially in Italy where the people are so crazy about motor racing and the people involved. They have their idols, their Gods. Today, Riccardo Patrese is thought of as the best Italian driver. Everyone knows his name and what he looks like, his Roman face, nervous and pained. He seems angry about his popularity, even though it's the result of going through the lesser Formulae to Formula One. Equally, he's well-known thanks to events that might well have destroyed another driver with less determination.

The less-informed public know the name of Patrese for two things : the South African Grand Prix in 1978 where he led drivers like Andretti, Scheckter, Reutemann and Lauda before retiring, and the Monza tragedy in which Ronnie Peterson lost his life. Many have held him responsible for the accident, saying that he drove dangerously at the start. The Drivers Safety Committee held that view and stopped Riccardo from taking part in the US Grand Prix East, even though the penalty didn't reflect what happened at Monza.

AN INDELIBLE MARK

September 10, 1978 has left a mark on Riccardo which he will never lose. In only a few days, he was declared guilty of causing the accident, then innocent before being blamed again for one of the blackest days in recent Formula One history. The Italian magistrate's inquest is being conducted with the help of a number of foreigners in order to dispel any suspicion of chauvinism, and it still hasn't been completed. Even so, they say that certain parts of the evidence show that Riccardo isn't to blame.

« Ronnie Peterson's death doesn't weigh on my conscience, » admits Riccardo, *« for the sole reason that I don't think I was to blame. I hope that the inquiry won't stir everything up again. I can remember everything of that day, even though some of the drivers have completely forgotten it. I was judged by well-known drivers at Watkins Glen. They said they wanted to give me some advice, to teach this little boy a lesson. But you don't teach little boys lessons with violence. You have to speak to them quietly and calmly. The older drivers criticise us younger men a lot. If those older drivers were faultless, then we'd accept their criticism. But I was judged by a driver like James Hunt who has caused a lot of accidents in his time, who has completely the wrong character himself. Like Lauda who was angry with me for no reason. He thinks he can say what he likes because he's Mr Lauda. But who is he ? A good driver, that's all. As for his character, it's better not to talk about it. On the other hand, on this sad occasion, I really appreciated Andretti, Fittipaldi and Scheckter. They were different. But I'm still frustrated that the Drivers Safety Committee hasn't met this season to discuss other serious incidents in which, fortunately, I didn't take part.*

The Arnoux-Villeneuve battle for instance, which is thought of by many as the struggle of the century, might have received a completely different reception if the two drivers had been Patrese and Arnoux, or Patrese and Villeneuve. It was enough for me to battle with Villeneuve at Zolder in a perfectly sporting way, for people to start talking about « killer Patrese ». »

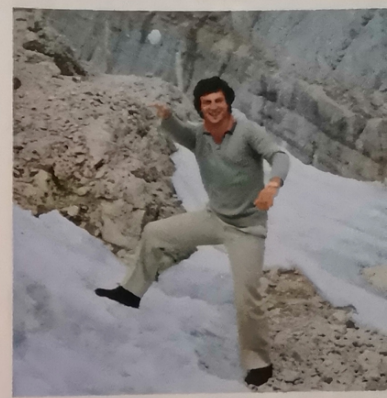
THE WORLD OF FORMULA ONE

Patrese is normally a quiet person. Mentioning Monza is one of the few things that gets him worked up. By nature, though, he's introverted. *- I don't particularly like parties, but that doesn't mean I'm not a happy person. The press describe me as someone who's anti-social, cold, unfriendly. But often they judge you simply by their impressions. When I'm driving, I'm working. Some people want me to give a great big smile all the time. But often I'm annoyed because things aren't going well, and maybe I don't want to talk about it. »*

Patrese doesn't have any real friends in Formula One. *« It's not the kind of atmosphere in which one makes real friends, »* he says. *« I don't meet other drivers away from racing. Perhaps it's better like that. The Monza affair was a rapid education in the world of Formula One. The only people who supported me were those who've always supported me. None of the other drivers, or anyone else, supported me at all. The only worthwhile human contact in Formula One is that between driver and mechanics. It's hard to have more than formal contact even with team managers. I've always had help on the technical side from the Arrows team. But frankly, I need psychological support too, more so than ever when I underwent the Watkins Glen « trial ». I knew that Arrows wanted to get into FOCA, but the team's handling of the affair was justifiable only to a certain degree. The McLaren team, on the other hand, behaved in a completely different way when Watson was blamed for the accident in Argentina. »*

Logically speaking, one might wonder why Patrese is still in the middle of a world whose fundamental aspects he cricises. *« I'm in racing because it's my job, and because I love competition. Driving in Formula One is the peak of a driver's career. But you can't accept compromises : you have to make your own way according to your own conscience. To a certain extent, money is only secondary. There are figures in Formula One which reach dizzy heights. But if I drove solely for money, that would mean that I was no longer enthusiastic, and then I'd stop immediately ».*

Riccardo Patrese is a loner. In between races, he likes to run, alone, in the forests, or walk in the mountains near Cortina d'Ampezzo.



Riccardo Patrese with family : a return to normal life.

Bernie Ecclestone, of course, has made Formula One what it is today, a business involving a lot of sponsorship. Riccardo's view of him is quite clear : *« Bernie is a very clever man, who faces up to problems when others would turn their back on them. »*

A LOVE OF SPORT

Although many drivers take part in other sports, few are successfull on a National or International level. There are exceptions like Jackie Stewart who was a reserve in the British Clay Pigeon shooting team at the Rome Olympics or James Hunt who is a proficient squash player.

Patrese is another example. He's an accomplished athlete who is well-known in other sports. He was Italian Junior swimming champion. He was up to National standard in skiing, winning a number of slaloms and giant slaloms.

« I hadn't decided to race cars, I would have done more ski racing. Downhill racers are the men I have most admiration for. After all, they have to have virtually the same mentality as For-

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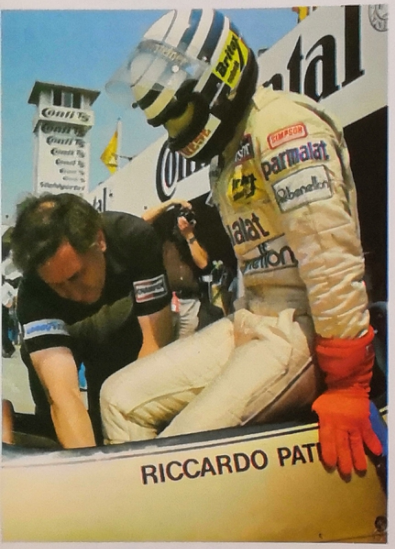
mula One drivers. And they have the same things to sort out : the line of a corner, not sliding too much, aerodynamics, trying to pick up those tenths of a second. »

Patrese still skis in winter, but rather more carefully than before. Between races, he runs a lot and plays tennis. *« I haven't been able to take normal holidays in the traditional sense of the word since I started driving in Formula One. There's virtually no time between the end of one season and the beginning of the next. You always have to have your suitcase ready with helmet and overalls ready to go off and test. »*



THE OTHER ITALIAN DRIVERS

Patrese's relationship with the other Italian drivers is cool. *« The French drivers, »* says Riccardo, *« are united because they virtally come from the same school. Their common sponsor, Elf, has meant that they're almost their own team. We Italians haven't the same similarities, age for instance. Brambilla and Merzario are of another generation. I'm quite friendly with Elio De Angelis, we chat occasionally. I can only really compare my career with Giacomelli because we were doing the same races at the same time. »*

There's one driver among the foreigners that Riccardo admires in particular. *« That's Alan Jones. I don't think he's had the success that his talent and class merits* (Riccardo was speaking before Jones's three wins.) *He's a very serious, tidy driver, and one who, like me, doesn't much like the public nature of racing. »*

Riccardo's future would seem to be leading him towards Ferrari. But for the moment, such a beautiful dream would seem to be delayed. *« The Commendatore hasn't given me an option, but promised to talk about the 1980 season with me halfway through this season. It's obviously his decision. But he's resigned both Scheckter and Villeneuve. That means that we won't be talking for some time now, if he's still interested in me. »*

Riccardo isn't envious of Scheckter and Villeneuve, but he does have respect for them. *« They're very capable drivers. I think Scheckter has the advantage in the World Championship. I think I'd be a lot better off with a car like the T4. I wouldn't say that I'd get the same results as Scheckter and Villeneuve, but I'd be higher up the grid. »*

Arrows had considerable problems in 1979, but Riccardo is uncontroversial. *« Arrows is a small team which has had to work miracle to pull through all the difficulties. The team has had to build three types of car in one year. And the cars have raced. Other teams couldn't have done so much work. Arrows managed it though. But really, I'm expecting a lot of the new Arrows A2. I was hoping to win a Grand Prix with the car this year. But the season isn't over yet. Tony Southgate is a designer whose ideas are very clear, and he says that the A2 will be very competitive soon. »*

Anyway, Riccardo Patrese is already thinking of the 1980 season. *« I believe that a driver reaches maturity after three Formula One seasons. Pure speed isn't a problem for a new driver. It's just a question of the car and courage. The important thing is to show that you've got an analytical mind. I feel that I'm getting better with each race. Next season should be the year that I get my chance. »* □

Pino Allievi
(Gazzeta Dello Sport).

DE ANGELIS : UNPOPULAR... CURRENTLY

It was a gorgeous day in Sardinia on August 15. But Elio De Angelis didn't care. He took no notice of the swimming pool he was lying beside, nor the offshore powerboat anchored nearby, nor the Mediterranean, nor anyone for that matter. He was wrapped up in his own little world. He was reading.

Elio De Angelis is a sporting man who enjoys many different pursuits, including water skiing in Sardinia.

It was two days after the Austrian Grand Prix and the Italian newspapers were full of the race, some of them giving over whole pages to reports. Elio read from one to the next without frowning. After a few minutes, he looked up and made a face. *« Incredible, »* he said. *« In all the papers that I've just read, there are just four lines about me in one Rome daily. I sometimes ask myself what I've done to journalists for them not to like me. »*

That's Elio De Angelis's problem, he's not popular as he would like to be. Nature has given him everything : intelligence, wealth, good health. But there's one thing lacking currently which upsets him. In spite of what he's done, he's not respected. Elio reckons that his efforts and worth aren't appreciated. Instead of congratulating him and encouraging him, people tend to talk vaguely about what he's doing, as though he hasn't really accomplished anything.

How did Elio De Angelis get into Formula One ? One often hears the following explanation : *« His father bought him three different types of Formula Three car so that he'd always have the best. And he always had a spare, so he wouldn't worry about crashing a car. He didn't do much in formula Two in 1978. And he's in Formula One because he bought his drive. »*

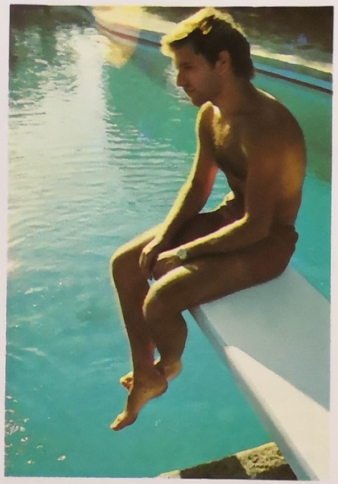
Elio owes a lot to his father, who helped and encouraged him through the lesser Formulae, in fact from his karting days. Mr De Angelis himself still races Class One powerboats, but comes along to a number of Grands Prix. Curiously, he encourages his older son, but doesn't want his younger son Roberto, already a good kartist, to take up full-time racing.

« It's true, I'm rich, very rich, » expounds Elio. *« Or at least, my family is rich. But that's not exactly my fault. I think that I've proved that I can drive quickly. It's not money that makes me drive quickly. It's been useful, certainly, I wouldn't deny it. But my current position in Formula One has nothing to do with money. I've signed a contract with Don Nichols on my own merit. »*

A nice day, a beautiful girl, happiness isn't necessarily Shadow-shaped.

So why does he think that he's unpopular ? Is De Angelis, from Rome, a victim of the traditional North-South discrimination which has been going on in Italy for years, even in the press ? That's one of his theories. It's hard to believe. There are certainly more profound reasons.

One could reproach him for the occasional lack of honesty. « *Yes,* » says Elio with a smile or irony, « *I know what that dates from. In Belgium, my brakes were fading, I went off the track after crashing into Giacomelli. I explained to people that I didn't have any brakes, but the photographs afterwards showed my tyres smoking and black marks on the road, which could prove that my brakes were still working. But that doesn't mean anything. You arrive at the chicane very quickly. Perhaps my wheels locked up, but at the end of the braking area, and that was too late. I couldn't avoid the accident. And an accident*



between two Italian drivers, well, that's a big story, someone has to be to blame. »

ACCIDENTS... NORMAL

De Angelis is naturally rather cold and distant, and together with his priviliged social position, may count against him in his relationship with the people within the Formula One circus. Or perhaps jealousy has something to do with the way people regard him. Perhaps the way this young man (21) has got into Formula One makes people irritable as much as it makes them dream.

But the cynics are making the most of it currently. « *De Angelis crashes a lot, too much,* » They say earnestly. But they don't take into account his more meritous performances with scarcely competitive machinery from which he wrings the best. « *Spins are normal when one is a young driver,* » explains Elio. « *When Gilles Villeneuve started, he had possibly more accidents than me, and worse, he was driving competitive maworse, he was driving competitive machinery. But now Villeneuve is Villeneuve.* »

So Elio De Angelis is having his first year, eventful perhaps, but always promising, in the Shadow team. He certainly hasn't the best equipment with the overweight and dated DN9. « *I'm getting used to coping with problems,* » he says. « *Last year the DN9s didn't have a very good season. Stuck and Regazzoni sometimes had a hard time to qualify. I knew before I'd even driven the car that I would only be able to gain experience, and possibly get one or two good results eventually, with some luck. But I didn't have any choice. It was my only chance of getting into Formula One last winter, and I didn't want to miss the opportunity.* »

Was the drive with Shadow a promotion ? It was really a lifebelt for him which he hung onto after trying for much better drives. His hopes had been much higher. During the preceding months, he'd successively seen his hopes of going to Ferrari, Brabham and Tyrrell dashed. They were three top teams with whom he'd been in discussion, but the deal was never finally made. At the last moment, something upset each deal.

Ferrari ! « *That didn't come about even before the end of last season,* » he says with a sad look in his eyes. « *I drove a Formula Two Ferrari-powered Chevron. I was summoned to Fiorani to drive the 312 T3. I was fast enough, very close to the lap record at the time. I was led to think that I just might drive the car in Formula One, although it was very vague. At the same time, in Formula Two, things weren't going too well. It wasn't that the engine wasn't as powerful as the others, but that we didn't have everything going for us. Goodyear didn't like us that much because Ferrari were using Michelin tyres in Formula One. I never had qualifiers in Formula Two. Furthermore, I felt that someone high up at Ferrari wasn't putting the development into Formula Two. Halfway through the season, I could see that my chances of getting into Ferrari and Formula One were evaporating. So I asked them : should I think of myself as a Ferrari driver, or something else ? They replied that the latter would be suitable. So I decided to leave.* »

TYRRELL : A CONTRACT FOR NOTHING

While continuing the Formula Two season in ICI's Chevron-Hart, Elio at the same time continued his search for a good Formula One drive. That's how he started talking to Brabham and Tyrrell almost at the same time. « *I was so close to getting a Brabham drive,* » says Elio. « *I was higher up the list than Piquet. Parmalat wanted an Italian driver. Furthermore, I had Niki Lauda's support. He came here to Sardinia and told me : you remind me of when I was 20 years old. But I found out after the Italian Grand Prix that they didn't want me. Reason : not enough experience, Ecclestone told me.* » However, the story goes that Parmalat prefered to invest in a Brazilian driver in order to help their South American market.

There was still the Tyrrell deal for De Angelis. And it was all agreed upon, when it came unstuck. « *Thanks to Jackie Stewart, I met Ken Tyrrell. Ken offered me a contract for three years.* « *Have you got an A licence for driving in Formula One,* » *he asked me. I had the licence and showed it to him. I signed. Champagne, drinks. Everything was fine. He told me I'd be World Champion in 1980. Briefly, I believed it myself. I was going to drive a Tyrrell in the last two Grands Prix of the season* ».

Then everything collapsed. « *First of all I received a telex from Tyrrell saying it was impossible to enter a third car at Watkins Glen and Montreal. By the end, Mister Ken told me :* « *the rules have changed. I'm not certain that your licence will be renewed.* » *In spite of telex from the President of the Italian Federation confirming that I would have the right licence, Tyrrell wrote to me :* « *had to take an immediate decision and I wasn't sure that your licence would be renewed. I'm not doubting your capabilities, I still believe in you and I will follow your progress with interest. That was it, finished.* »

To Elio, it was a tragedy. « *I was more than disappointed,* » he remembers. « *When you dream of something for years, and that dream just fizzles out at the time it should come true, it's hard to bear. I was stunned for a month. I was going to have a good car, good tyres, good engines, I was going to work with experienced people. Everything was great in my life, and then it disappeared. It was then that I discovered who were my friends, because a lot of people just didn't believe me.* »

No tyrrell, no Brabham, no Ferrari : just the bitter aftertaste of hopes dashed. But at least he'd been in close contact with Formula One teams, and that in itself was flattering. « *I think I was made offers partially because of my win in the Monaco Formula Three meeting, and partially due to the race at Misano Formula Two the year before. It was my first Formula Two race. I led it in front of drivers like Arnoux and Pironi.* »

After bidding for the top drives, Elio lowered his sights a little and offered his services to Don Nichols of Shadow. He signed him at 3,000 dollars for eight races. Danny Ongais was meant to drive in the other races. As every-one knows, negotations broke down between Nichols and the Hawaiian which allowed De Angelis to go Argentina and take part in his first Grand Prix.

The young Roman drive, a newcomer to the game, was right in there at the start. In

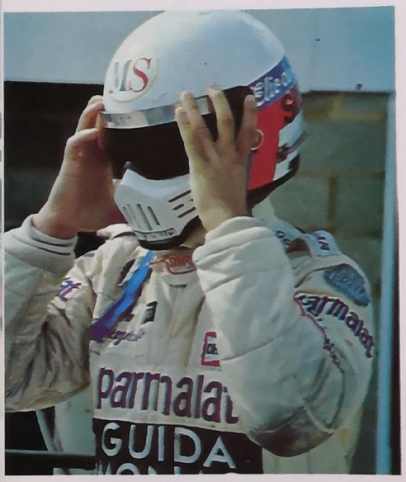
Elio's father, Guilio De Angelis is a well known powerboat racer. The machine does 75mph on water and has 1000 bhp. Elio drives.

Elio scours the Italian press the day after a Granf Prix. He feels ignored by them in comparison to other Italian drivers.

the first races he attacked with spirit, in spite of his unfavourable position. It wasn't surprising, De Angelis had often showed the same sort of attack in the preceding years, even when he was in the reserve Italian ski team.

Formula One didn't overwhelm him. He put everything into it. His Shadow didn't always stay on the track, but all the same, he finished third on two occasions. The 3000 dollars were quickly spent, but Don Nichols was encouraged by what he saw. He signed his young protege to a three year personal contract. For Elio it was a personal victory. He'd bought a half drive, and been offered a whole one.

« Don Nichols believes in me strongly, » says Elio. *« It's fantastic. Each time I do a good time, he gets ten years younger. When I qualified between the two Ferraris at Silverstone, his face lost*



a whole 20 years. If he could find the money, he'd build a good car for me, as Williams has built for Jones. But the main problem with the team is lack of money. We don't do a lot of testing, and our equipment is out of date. »

The future ? They say that Alfa-Romeo is interested in his career. But Elio eludes the question. *« I've still got a two year contract with Shadow. »* But they say that if Nichols doesn't get a good sponsor for next year, he'll quit Formula One. *« That's a risk, certainly, »* admits his driver, *« but I hope he'll find one. »*

His youth and attack, in any case, are in De Angelis's favour. There's no reason why he shouldn't be one of the top drivers in Formula One. But even he worries whether he'll be a popular champion, that's for the future. But that's not important, for when Elio wins, there will only be admirers. □

Eric BHAT

Elio De Angelis in Sardinia, Bruno Giacomelli at Brescia with his parents. Two different social backgrounds, but a common aim : a career in Formula One.

GIACOMELLI: PUZZLING TO SOME

One year ago, Bruno Giacomelli, had won the European Formula Two championship driving a March for Robin Herd. Herd had worked with such drivers as Stewart, Depailler and Peterson and more besides. He surprised many people by saying: *"of all the drivers who have been in my cars, Bruno is the best, and he's also the best test driver. I think that one day he'll be a top Formula One driver".*

Since then, 12 months have passed. Bruno Giacomelli puzzles many people. They can't understand what has happened to this talent and class. There are many fans of his, but there are also just as many who denigrate him in the following way: *"Giacomelli? A bluff, someone who went well in Formula Two because he had the best car and who's now showing what he's really worth. He's just a driver like many others."*

His deceptive results in the McLaren first of all, and latterly the completely unraced Alfa Romeo have stirred things up in Italy. Until the Italian Grand Prix, no one was particularly excited about his races, on the contrary in fact. The Alfa Romeo driver left a number of people puzzled by his lack of ability in setting up the car, as well as a lack of competitiveness.

However, there are a number of people who still believe in him strongly, among them Riccardo Patrese, one of Bruno's former rivals in the lesser Formula *"I think that Bruno needs to work quietly"*, says Riccardo, *"in an atmosphere of understanding and support. I'm certain that he will soon be driving really well and gain excellent results."*

Patrese's views of Giacomelli are important, because the Arrows driver's career has almost run in parallel.

What does he think himself? How does he react to these accusations *"I'm annoyed that people are accusing me, ad expect me to justify myself. I know what I'm worth and I'm completely aware of what's going on. Those who say that I've got a car that's quicker than the others don't know what they're talking about. My March was the same as Surer's. You don't win that many races with luck, nor by coincidence. Furthermore, no one is taking into account what I did in Formula Three. When I raced in England, I didn't have one of the most competitive cars, but I won races, and was in front of many drivers who nowadays are further up the grid in Formula One than I am."*

"RUBBISH"

Giacomelli pursues the subject further, even when one tries to excuse him for having problems sorting out his Formula

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One, which is a field more competitive than Formula Two. *"That's rubbish. Those who go well in Formula Two and Formula Three have very often gone well in Formula One. I was given a few runs in the McLaren Formula One car, run by a team which was working totally for Hunt and Tambay and who couldn't really afford the time to run a third car. That's logical. I was in front of Tambay for a long time at Zolder. In many of the races that I did, my lap times were quicker than Hunt's.*

"The Alfa Romeo wasn't new when I started driving it, it was already out of date. It was designed two years before, and had its first race two seasons too late. What was everyone expecting? I was criticised after the Dijon race because I stopped a lot of times in the pits: it was jumping out of gear. That's the absolute truth, but among journalists, there was a great deal of scepticism. Finally, we discovered that a number of rivets were broken in the Alfa chassis."

Giacomelli talks expressively, his hands dancing around to emphasise his points. He's lucid and absolutely certain of his views. Some people think he's going through a difficult period, above all a difficult psychological time, but that's partially difficult because other people are making it so. But he's certainly not beaten, he's a bouncy chap, and he'll bounce back as he did in 1975 when he won the Formula Italia championship in Italy. After doing the series, he found himself without a penny. Neither his father nor his money earn a lot of money as bricklayer and housewife. There are five children, Bruno has four sisters, and at the time, race driving was his utopia. In spite of everything, and not a word of English, Bruno took his courage in both hands, packed a few bags into his Citroen Dyane, and two days later, arrived on March's doorstep in Oxfordshire. His heart beat with fatigue and hope. Robin Herd immediately took to Bruno, without support nor sponsor, the man who wanted to go Formula Three racing. The result was fantastic: he won the Shell Formula championship and finished second in the BP series. He won 8 races out of a total of 19 entered. In the end, in 1977, he had his first Formula Two races. The rest is well known.

"A lot of people thought that I stole Brambilla's place at Alfa Romeo", says Bruno with sadness. *"Vittorio and I don't speak a lot, but I really hope that he doesn't think the same thing. I was called up to continue testing the car after Vittorio's accident. I just did what I was told."*

ALFA: PRIDE

The Alfa Romeo team has meant a lot to him. When driving for big car companies, it's important to drive quickly, but also to be a good diplomat. That perhaps is Giacomelli's weak spot. *"I'm a seat-of-the-pants driver and I only want to do one thing: drive. I don't like politics. Joining Alfa Romeo has meant more to me than I realised it would. The first time I got into the Formula One car and saw the Alfa badge on the steering wheel, I thought of the successes gained by Fangio, Farina and Ascari, and I felt tremendous pride."*

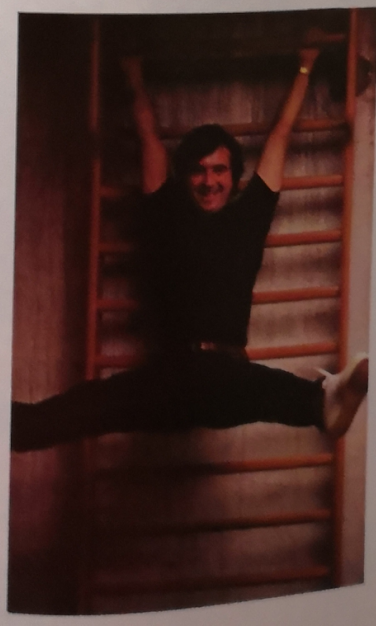
On the driving side, Bruno considers himself as a tidy driver. *"There are a lot of people who think it's good to be a spectacular driver. The public get excited because he goes over the kerbs, just corrects a slide before spinning, that sort of thing. But some of those sort of things are useless. You're better off trying to set a good time without risking an accident."*

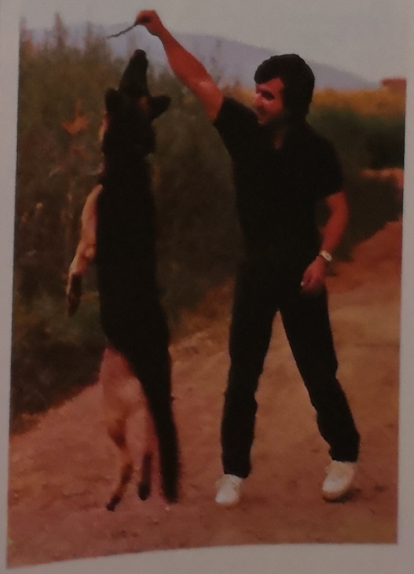
Bruno isn't married but still lives with his family. *"All the same"*, he explains, *"we don't talk about racing at home. That's my business alone. There are a lot of things that are more important to talk about."*

Bruno's private life may be his own affair, but he remembers what it might have been. *"I thank God every time for giving me the chance to drive, as well as the necessary qualities to do it properly. I thank Him every time I get out of an accident too."*

He doesn't think about his future that much. But he does have a private dream: he'd like to become a constructor. *"I'd like to have a team of Formula Two cars"*, he says. *"And then, you never know, I might move up a step one day."* □

Decibels at home, or on the track, he enjoys them both.





In front of the Castle at Brescia : an Alfa Romeo driver to the end.

His dog is called Robin, in grateful thanks to Robin Herd of March who so helped him become European Formula Two Champion.

FERRARI SEFAC

Ferrari 312 T4/040:
Jody Scheckter (ZA)

Ferrari 312 T4/038:
Gilles Villeneuve (CDN)

Ferrari 312 T4/037:
Scheckter's spare

Ferrari 312 T4/041:
Villeneuve's spare.

Ferrari weren't going to make a mess of their home Grand Prix. Four cars were taken to Monza for practice: 040 and 041 were old chassis but with modified front and rear brakes, and the exhaust pipes were altered to free air flow within the side pods. Chassis 037 and 038 were fitted with outboard brakes. Villeneuve and Scheckter practised in both types of car during the sessions. Scheckter took the cautious line, and unlike Villeneuve, used his car with the more classic brake design. In fact both types of chassis seemed to be very competitive. Villeneuve's engine gave trouble on Saturday afternoon and Gilles continued practice in his spare car, but didn't improve his time set on the previous day.
Nothing troubled the domination of the two 312s during the race, and they romped home to a fine 1-2.

SAUDIA WILLIAMS

Williams-Ford FW 07/3:
Alan Jones (AUS)
Williams-Ford FW 07/2:
Clay Regazzoni (CH)
Williams-Ford FW 07/1:
spare.

The two Williams were scarcely modified for Monza, and Clay and Alan played a role that was a little less domineering than in the last few races. On Friday morning, Regazzoni's engine blew up and he had to take part in the official session in the spare car. Then he was delayed by a faulty spark box and a short circuit which left the car parked at the pit for a long time. At the end of the same session, Jones's car returned to the paddock on a breakdown truck. Tambay hadn't seen him overtaking and the car had been forced off the track.
Regazzoni had a good race and deserved the adulation of the crowd. Jones's race wasn't one of his best. His problems started on the warming-up lap when the car misfired, and his start was delayed as well. He pitted four laps later to have the spark box replaced and then climbed back through the field magnificently, but was unfortunately too far back by then.

LIGIER-GITANES

Ligier-Ford JS 11/03:
Jacques Laffite (F)
Ligier-Ford JS 11/01:
Jacky Ickx (B)
Ligier-Ford JS 11/02:
spare.

Ligier's main effort had been on sorting out the front springs and small modifications to the side pods. *"Ickx's car is similar to Jacques,"* said Guilpin, *"but it hasn't had quite so much attention because we haven't had time."* But Laffite still had suspension trouble. *"We're getting so much downfore with the wing profile inside the side pods that the springs aren't working properly. It's strange. At Dijon, Jacques lapped regularly around this year's pole position time on hard tyres without problems."*
During the first session, Jacques and Jacky discarded their front wings and had a flatter rear wing, because they had sufficient downforce. Front and rear springs were changed regularly.
On Saturday, during the official session, Jacques had electrical trouble, but qualified well even so. His time was done on race tyres because a driveshaft broke on his first lap using qualifying tyres.
Laffite spent a long time behind Villeneuve during the race, but never finished. Th clutch pedal was being fouled by a metal plate intended to stop the driver's feet slipping onto the wrong pedal. That meant the engine didn't brake the car so well and so the brakes themselves were being taxed. On the 42cnd lap, in order to stop in time for the chicane without crashing, Laffite had to change from fourth to second gear, overrevved the engine and pitted before he broke it completely.
Ickx also had engine trouble when he was following Reutemann.

CANDY TYRRELL

Tyrrell-Ford 009/4:
Didier Pironi (F)
Tyrrell-Ford 009/3:
Jean-Pierre Jarier (F)
Tyrrell-Ford 009/1:
spare.

Before the start of practice, Ken Tyrrell commented to the organisers that their reduced distance of 50 laps made the Grand Prix more like a Formula Three event than a round of the World Championship.
Technically, the Tyrrells at Monza were only slightly modified. The rear suspension had been slightly altered. The geometry was slighly different, although the parts were the fication. Pironi was held up by same. Jarier's 009 had outboard rear brakes, but that simply brought the car in line with Pironi's.
During the first session, Jarier tested an aerodynamic modification to the side pods. A small flap covered the rear extractors, and the rear part of the side pod was also altered. The modification was only used during the first timed session, and didn't seem to improve the car that much, so the car was put back to the previous speci- bad traction in the slow corners.
The Tyrrell's race was eventful. On the eighth lap, Watson and Pironi touched which damaged the Tyrrell's left skirt. After a pit stop, Didier drove hard and had a good dice with Lauda. Jarier's race was uninterupted, although he managed to keep the car on the road when he tangled with Watson on the 14th lap. Jean-Pierre managed to finished close behind Andretti, despite oversteer in slow corners.

MARTINI RACING TEAM LOTUS

Lotus-Ford ML 23:
Mario Andretti (USA)
Lotus-Ford ML 22:
Carlos Reutemann (RA)
Lotus-Ford ML 20:
spare.

Chapman's hesitation continues 79 or 80? Anyway, his choice wasn't bad because both Lotus finished. Even though it wasn't with the domination seen in 1978, Andretti took a couple of championship points.
Both race cars had revised rear suspension but using the same parts as before. The same was true of the side pods where there were two alternatives, the drivers swopping from one to the other but finally starting using the older system. On Saturday evening, Reutemann wasn't very happy with his car's balance after practice. He'd finished practice with a down-on-power engine. Andretti had a similar problem to that in Austria: the spacer between engine and gearbox cracked and there was a small oil Leak which abbreviated the American's practice.

PARMALAT BRABHAM

Brabham Alfa-Romeo BT 48/4: Niki Lauda (A)

Brabham Alfa-Romeo BT 48/3:
Nelson Piquet (BR)

Brabham Alfa-Romeo BT 48/2: spare.

The cars hadn't been changed since Zandvoort. Piquet had electrical trouble on Friday, and then the V12 broke on Saturday morning. He had to use the spare for qualifying, but a few laps later Lauda's transmission broke and he demanded Piquet's spare. The Brazilian driver reluctantly handed over his car to the Austrian, his own car still wasn't ready. In the end, Lauda couldn't improve because there was a fuel feed problem with the spare. Piquet's car was ready a few minutes later and he improved and beat his teammate's time.
Lauda drove a good race. Piquet, on the other hand, was a lot less happy. Trying to get by Regazzoni, he crashed at the fast Curva Grande and the car ended up in two parts, but Nelson stepped out of one of the bits unharmed.

Cockpits

ATS WHEELS

ATS-Ford D2/01:
Hans Stuck (D)
ATS-Ford D1/03:
spare.

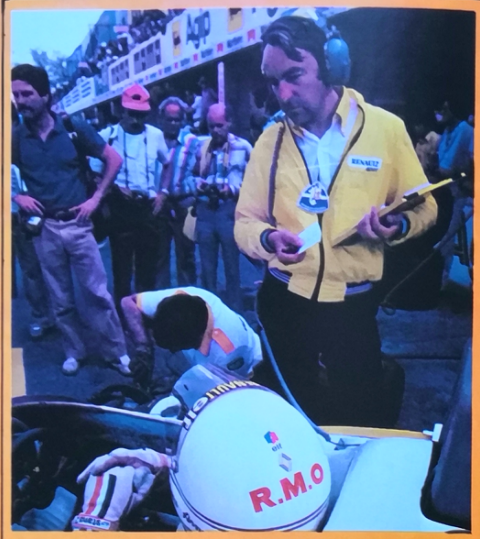
Hans Stuck was optimistic before the Monza race following his excellent practice in Holland. Vic Elford was similarly hopeful. *"We haven't changed the car fundamentally. We're just making small adjustments."* Stuck qualified 15th quickest, but was troubled by understeer which an increase in downforce failed to dispel. He finished eleventh despite the exhaust which broke early in the race. *"The engine wasn't quite so sharp, but the chassis was almost perfect. It's a shame, because I could have done a lot better,"* he explained after the race.

COPERSUCAR-FITTIPALDI

Copersucar-Ford F6/01:
Emerson Fittipaldi (BR)
Copersucar-Ford F6/02:
spare.

The former World Champion had two ex-Concordes, both modified by Calini, on hand at Monza. The two cars were virtually identical and their main problem was with weight and a monocoque that wasn't stiff enough. The spare car was scarcely finished in time and Emerson only did a few laps in it on Sunday morning. The older of the two cars wasn't troublefree: there was a fuel pressure problem that was hard to trace.

Fittipaldi had a hard time in the early laps, even having a slight collision with De Angelis. But as the fuel load lightened, the road holding improved. Emerson slowly caught and overtook other cars, and even latched on to the leading Ferraris for quite a few laps, finishing eighth in the end.



RENAULT-ELF

Renault RS 11:
Jean-Pierre Jabouille (F)
Renault RS 12:
René Arnoux (F)
Renault RS 10:
spare.

As usual the Renault drivers spent most of the weekend trying out a range of front and rear wings. But the Regie also provided them with new clutches to try as well. *"That's our current week spot,"* admitted Castaing. But that didn't stop them going for pole position, with some success. Jabouille had two chassis at his disposal and out of the two, RS 11 didn't handle as well as RS 10. *"The car is a little unstable in fast corners. Is it a suspension problem?"* Jean-Pierre posed a rhetorical question, he didn't know the answer either. Arnoux set fastest time on Friday but the engine went just three laps into the official Saturday session, leaving him unable to defend pole. But only teammate Jabouille managed to beat the time before going off the track. The front suspension was badly damaged and so too, it seemed, was the monocoque. Jean-Pierre had no choice, he had to drive RS 11 in the race. *"It's about a second a lap slower, but I'll have to drive it."*

Early in the race, the handicap wasn't important, but after a while, the car started understeering and finally the engine broke.

Arnoux showed that he was well on top of the situation by quite easily overtaking Scheckter, and it seemed at that moment that he would win the race. But the mechanical elements decided otherwise. Suddenly the engine lost power, and he quickly dropped to fourth place and then retired. *"It's too early to know what went wrong,"* said Castaing. *"but I think it's got to be one of engine accessories (turbo?) or a fuel feed problem."*

ALFA ROMEO AUTODELTA

Alfa-Romeo 179:
Bruno Giacomelli (I)
Alfa-Romeo 177:
Vittorio Brambilla (I)

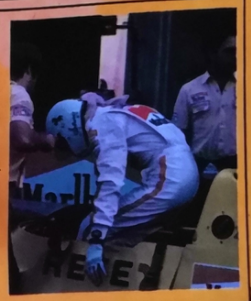
This was the great moment for the thousands of Italian fans present. Giacomelli didn't disappoint his public for he qualified the new Alfa 179 halfway up the grid and then drove a promising race until his left foot got mixed up between the clutch and the brakes. The first thing that happened was the engine blew, and then he went off the track at the Ascari corner. Brambilla was spectacular and he did well in a car that has little ground effect. The managing director of Alfa-Romeo dictated policy for the weekend. Brambilla was to drive a steady race, while Giacomelli was to sort out the new 179. The aim was achieved. The Italian team had no great problems although they tried a number of different springs, changed the position of the rear wing, and tried different rear anti-roll bars which took time to change.

TEAM MERZARIO

Merzario-Ford A4/01:
Arturo Merzario (I)

If nothing else, Merzario had the dubious distinction of being the first driver to be sponsored by a coffin firm. Arturo wasn't at all superstitious, more sorry that the sponsorship was to last only for the Monza and Imola races.

Technically speaking, there was little to smile about. One problem followed another and Merzario spent as much time on the circuit as Rebaque, very little.



WARSTEINER-ARROWS

Arrows-Ford A2/1:
Riccardo Patrese (I)
Arrows-Ford A2/2:
Jochen Mass (D)
Arrows-Ford A1/3A:
spare.

The expected new rear suspension for the Arrows A2s didn't appear at Monza. The team had spent a lot of their time repairing Patrese's crashed car from Holland, putting the monocoque straight again. Practice didn't present any great problems for Patrese and Mass, even though they're scarcely using the best cars. The German didn't get far in the race. Rosberg and he collided in the first chicane on the first lap, and part of the suspension broke. Three laps later an oil leak stopped him for good. Patrese had a good battle with Jacky Ickx but retired two laps from the end without brakes.

MARLBORO TEAM McLAREN

McLaren-Ford M 29/3:
John Watson (IRL)
McLaren-Ford M 29/2:
Patrick Tambay (F)
McLaren-Ford M 29/1:
spare.

Following recent modifications to the side pods on Tambay's car, they were back to normal at Monza with high fins rising over the rear wheels and extractors. Furthermore, the steering had been altered following recent trouble limiting steering travel, but the M29s were still hard work to drive. The cars had reasonable downforce but low straight line speed. In order to remedy the situation, Watson and Tambay both tried a few laps without front wings and with a minimum of rear downforce. However, this solution wasn't adhered to for the race. Tambay denied responsibility for his slight collision with Jones.

A few minutes after the start of Saturday's timed session, Watson's engine gave up and so he waited until Tambay had set a time before borrowing the second car. However, he couldn't beat his previous time. Tambay didn't last long in the race, pitting with engine trouble early on. Watson was brushed by Jarier into the first chicane, and rather than collide with the Tyrrell, went straight on into the sand and couldn't get out again. Another sad weekend for Teddy Mayer.

by Patrick Camus

OLYMPUS-WOLF

Wolf-Ford WR 8:
Keke Rosberg (SF)

Wolf-Ford WR 9:
spare.

Peter Warr's smiling face became more and more serious throughout the weekend. Neither of the two cars present were competitive on a circuit which makes such demands on engines and braking, rather than actual road-holding. The difference between the 8 and 9 is still the side pods, the 9 has extractors. As in Holland, Rosberg kept his front nose fins fitted for the weekend. On Friday the left rear brake caliper failed, and the brake fluid disappeared. That was repaired, but then the oil pump failed as well. But whether it was official or unofficial practice, Rosberg couldn't go quickly.

He started from the back row and his fruitless drive was ended when the engine blew up in front of the pits.

SAMSON-SHADOW

Shadow-Ford DN9/3B:
Elio De Angelis (I)
Shadow-Ford DN9/4B:
Jan Lammers (NL)
Shadow-Ford DN9/5B:
spare.

The two race cars were fitted with new side pods which allowed for easy air flow but still without bodywork around the engine. Considering the size of the pods, that perhaps is strange. Still using the same parts as before, the suspension geometry had also been altered. The spare was unchanged following its Dutch outing. De Angelis went off the track on Friday afternoon, and again on Saturday morning, but managed to squeeze his Dutch teammate off the grid, using Lammer's car. His qualification was the subject of a great deal of discussion. Jan wasn't lucky at Monza, but his sights are set on 1980 already.

TEAM REBAQUE

Rebaque-Ford HR 100/01:
Hector Rebaque (MEX)
Lotus-Ford ML 19:
spare.

This was the Rebaque's first outing, and it was one that was not surprisingly fraught. There were a number of teething troubles, including problems with the oil and water systems, and exhausts fitted too close to fibre-glass. Hector didn't take part in all the practice sessions and it was hard for him to qualify. He was slower than Merzario: the life of the driver-contructor isn't easy.

TEAM ENSIGN

Ensign-Ford MN 179:
Marc Surer (CH)

Mo Nunn had a few surprises for Monza, although none of them made a significant impact. First of all, the new European Formula Two champion Marc Surer replaced Gaillad which is only right for a driver holding such a title, but secondly, the Englishman announced a strong and well-financed team for 1980. But this is still 1979, and Surer's first Grand Prix was fraught. On Friday morning the oil radiator broke, and in the afternoon the engine gave up. With only a few laps under his belt, Surer's final qualifying session was upset by faulty right rear suspension.

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